

APPENDIX 7B
SETTLEMENT STATEMENTS
BUCHAN



BUCHAN SETTLEMENT STATEMENTS

CONTENTS

Settlement	p
Ardallie	282
Auchnagatt	284
Boddam	288
Crimond	292
Cruden Bay	296
Fetterangus	301
Hatton	307
Longhaven	311
Longside	314
Longside Airfield	318
Maud	320
Mintlaw	324
New Deer	334
New Leeds	338
New Pitsligo	340
Old Deer	344
Peterhead	348
Rora	365
St Combs	368
St Fergus	372
St Fergus Gas Terminal	375
Strichen	377
Stuartfield	381

Map Key

	Settlement Boundary
	Protected Land
	Reserved Land
	Employment Land
	Housing Land
	Mixed Use Types
	Existing Employment Land (BUS)
	Strategic Reserve Employment Land
	Town Centres
	Green Belt
	Conservation Areas
	Existing Core Path

ARDALLIE

Vision

Ardallie is a small settlement located within easy commuting distance to Mintlaw and Ellon. The settlement is surrounded by open countryside, with the A952 passing on the west. Ardallie's location away from main service centres, along with significant constraints with public drainage treatment, means that future development may not be able to be delivered until these constraints are resolved. The primary planning objective during the lifetime of the Plan is to preserve the amenity of the village.

Natural and Historic Environment

The Stirling Hill Local Nature Conservation Site (LNCS) is located to the east of the settlement.

Settlement Features

Protected Land	
P1	Marks the proposed strategic landscaping required for site OP1.
Reserved Land	
R1	For a sustainable drainage system (SUDS) for site OP1.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision. Existing unadopted access roads maybe be required to be upgraded to deliver services.
- **Strategic drainage and water supply:** No public waste water treatment available. Any development will require to be connected to a single waste water treatment plant of sufficient capacity. The treatment plant must be installed to a standard that can be adopted by Scottish Water.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Ardallie or towards facilities in the wider catchment area at Hatton or Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Ardallie or towards facilities in the wider catchment area at Hatton or Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development may be required to contribute towards a household waste and recycling centre in Hatton or Mintlaw.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Cruden Bay. Contributions towards the expansion of existing pharmacy facilities or within a new facility may also be required.

Allocated Sites

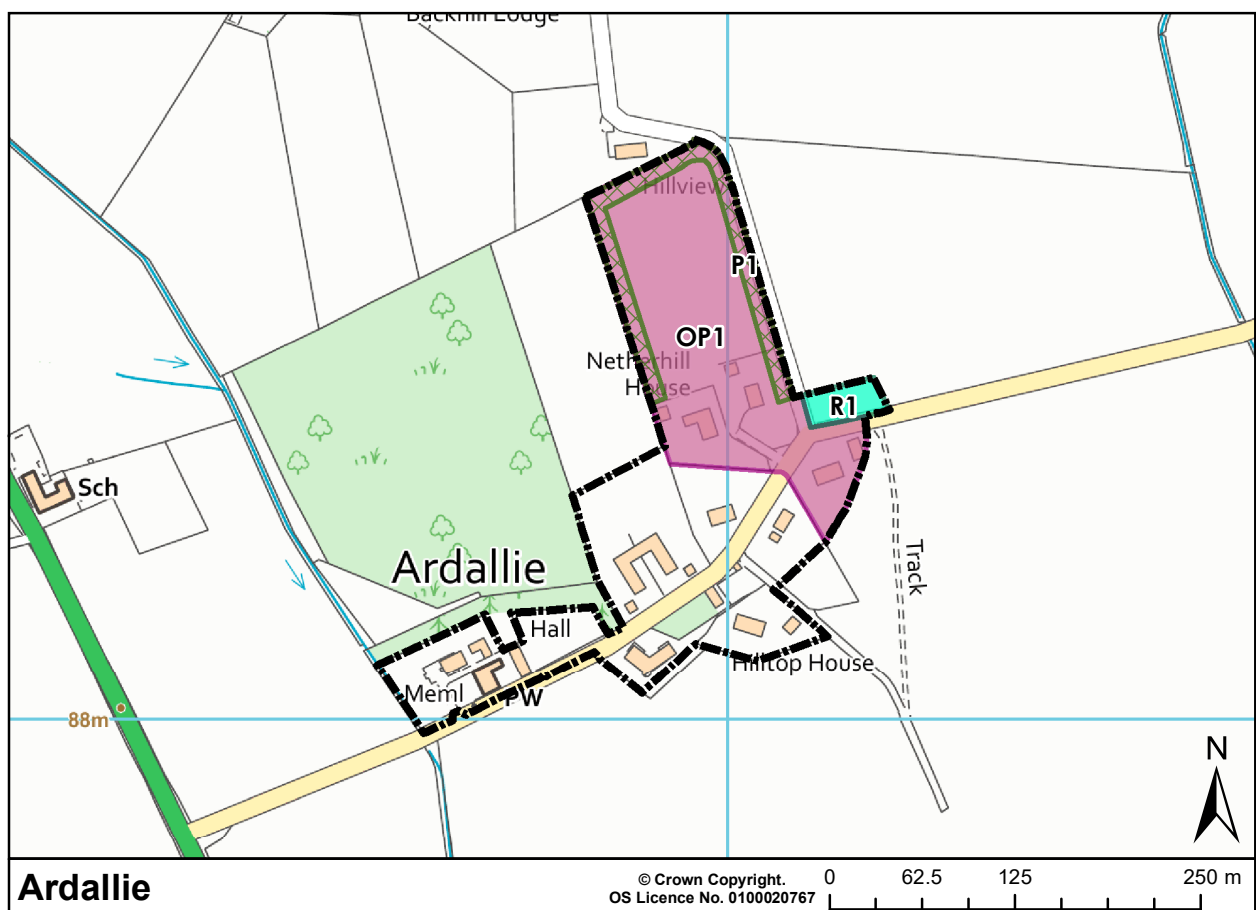
OP1: Land at Nether Backhill

Allocation: 10 homes and 0.3ha employment land (6 small units)

The site was previously allocated as OP1 in the LDP 2017. Development of the site is dependent on upgrade to an adoptable standard between the private unadopted road and the A952 to provide suitable services to the site. A pedestrian path is required for walking to Main Street.

Strategic landscaping should be implemented within protected site P1 and SUDS should be provided within reserved site R1. The development will be required to be served by a single waste water treatment plant, which must be built to a standard for adoption by Scottish Water.

Planning applications have been granted as individual plots and self-build has been promoted. Appropriate servicing would be required to ensure that there is no adverse impact on the residential amenity. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. Scale and design of proposed homes should be sympathetic to existing homes in Ardallie.



AUCHNAGATT

Vision

Auchnagatt is located at the junction between the A948, B9030 and Braemo Road adjacent to the Ebrie Burn. The settlement has several services and facilities, including a shop, primary school, village hall and play area. Existing services in Auchnagatt should be aimed to be sustained during the Plan period. There is further opportunity for the development of housing and employment within the settlement.

Settlement Features

Protected Land	
P1	To protect the path/cycle link from the A948 to the Formartine and Buchan Way as an amenity for the settlement and to protect the area as a significant contribution to the character of the place.
P2	To protect the setting of Auchnagatt as an amenity for the settlement.
P3	To protect the recreation ground as an amenity for the settlement.
Reserved Land	
R1	For a sustainable drainage system (SUDS) for Site OP1.

Flood Risk

- Parts of Auchnagatt identified by the Scottish Environment Protection Agency (SEPA) as an area potentially vulnerable to flooding.
- A significant part of site OP1 lies within an indicative 1:200 year flood risk area (SEPA mapping). A small watercourse runs adjacent to the site. A Flood Risk Assessment will be required to support proposals on site OP1 and its associated SUDS scheme on site R1.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision. All development must contribute towards the provision of a safe walking route between site OP1 to the primary school, and site OP2 to bus stops on the A938 with crossing facilities provided as required.
- **Strategic drainage and water supply:** The existing waste water treatment plant is at capacity. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Secondary education:** All residential development may be required to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Auchnagatt or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.

- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Auchnagatt or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** Residential development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Mintlaw.

Allocated Sites

OP1: Land at North of Braemo

Allocation: 16 homes and 0.5ha employment (8 small business units)

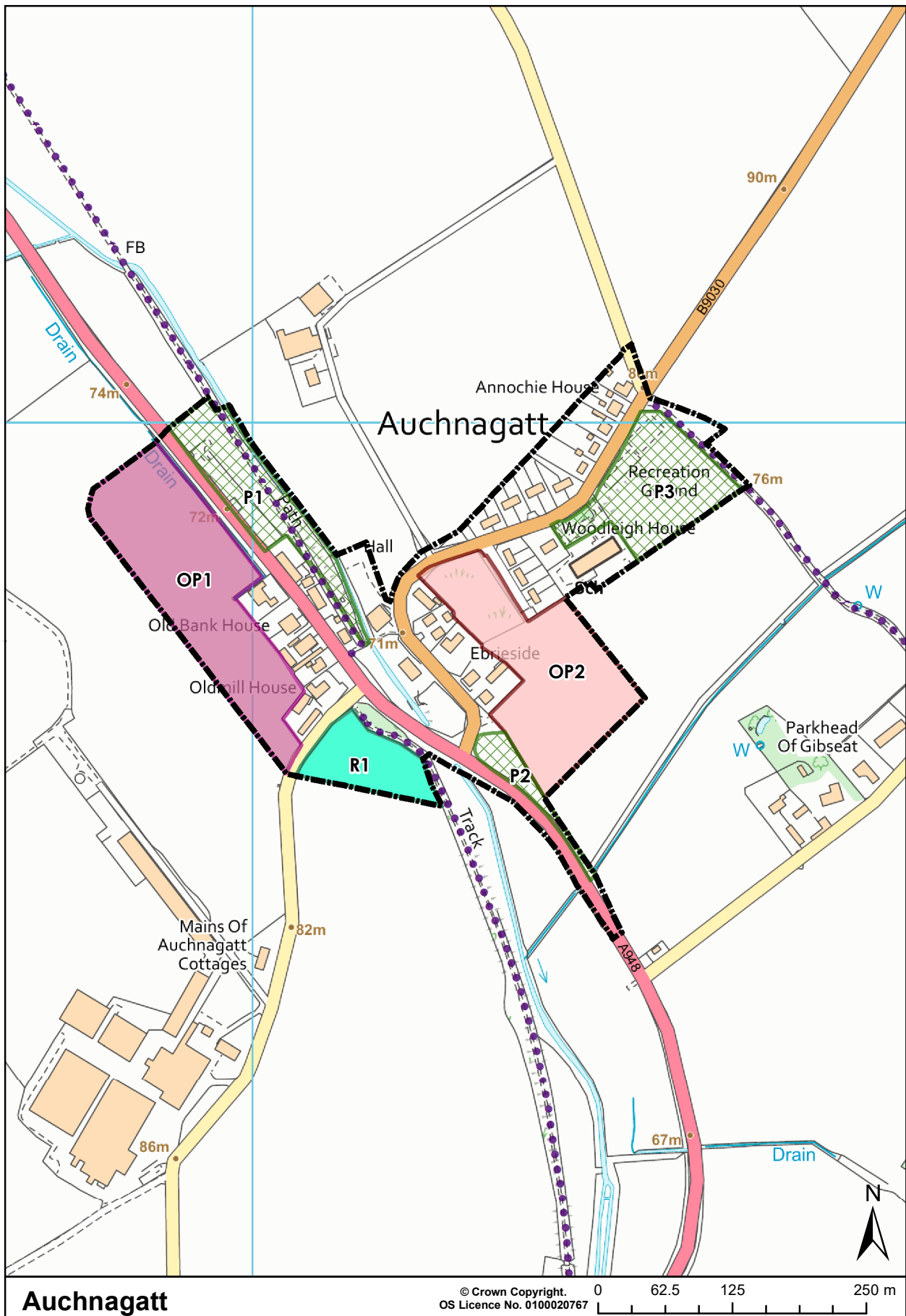
This site was previously allocated as OP1 in the LDP 2017. Future development of the site should incorporate two access points, via the A948 to the north of the site and the unnamed side road to the south of the site. A footway provision would be required on the A948 linking to the existing path network and providing access to the Formartine and Buchan Way. A safe, lit continuous footway to the school is required and crossing facilities may be required on the A948 as part of this route. A suitable access into the site needs to be achieved. It is recommended that strategic landscaping is implemented to protect the amenity of existing properties in Auchnagatt and reduce the visual impact on local road users. Development design should also seek to provide pedestrian and cycle connections with the core path network, notably the Formartine and Buchan Way which passes through the settlement.

Consideration will need to be given as to how and where the mix of uses are sited on the development site to ensure that there is no adverse impact on local residential amenity. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. The SEPA Indicative Flood Maps show 30% of the site to be at risk of flooding from the Ebrie Burn. In addition, the small watercourse that flows along the north-east boundary of the site has caused flooding to nearby houses in the past. A Flood Risk Assessment will be required to determine the capacity of the site and inform site layout options. Any areas of the site found to be at risk of flooding will not be suitable for development and will be required to be retained as greenspace, which should be integrated with the development as amenity space and blue/ green corridor. A SUDS scheme for the site should be provided on 'reserved land' to the south-east (site R1). A buffer strip along the adjoining watercourse would be required to minimise impact on flood risk. The site is close to a ditch and a buffer strip may be required to mitigate any negative impact on the disturbance of species.

OP2: Land at Annochie Place

Allocation: 31 homes

This site was previously allocated as OP2 in the LDP 2017. Future development of the site should incorporate two access points, via Annochie Place and the B9030 south of the former post office where a spur already exists, to provide a linkage through the settlement. A safe and lit walking route between the site and bus stops on the A948 requires to be provided. Development design should also seek to maximise pedestrian and cycle connections with the existing settlement and the core path network, notably the Formartine and Buchan Way. The site is highly visible to those approaching Auchnagatt from the south, therefore it is recommended that strategic landscaping should be implemented along the southern site boundary to protect the setting of the village. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. A Flood Risk Assessment may be required.



BODDAM

Vision

Boddam is a small commuter settlement 1.5km south of Peterhead and within the Energetica Corridor and Strategic Growth Area. Lying to the east of the A90, Boddam was originally a fishing village, and grew significantly when RAF Buchan was located on the terminus of the former Boddam railway line in the 1950s. The core of the village is a Conservation Area and any development in close proximity to the area should preserve and enhance the Conservation Area. It has a small local economy, with the main industrial activity at the harbour and part of the former RAF Buchan base. The juxtaposition of the historic core with the more modern buildings of the RAF base is a marked contrast. There is a primary school in the village. New developments should blend in with the landscape and create a stronger bond between communities and form a sense of place.

Major energy developments, including several large transformer stations are proposed to the northwest of Boddam under proposals set out in the National Planning Framework 3. These will have significant implications on the landscape around Boddam.

The aspiration of the community is to renovate the existing play and recreational facilities which includes the tennis court and sport building, as well as create new play facilities for children. Concern was raised regarding having only one public bar, which is within the Stirling Village and while it is necessary to sustain this for the community, it does require a crossing on the trunk road. The path leading to Stirlinghill Quarry brings in walking opportunities which are to be protected.

Natural and Historic Environment

There are four environmental designations close to Boddam: Stirling Hill Local Nature Conservation Site (LNCS) covers a part of the settlement towards the west and the west section outwith the settlement. Buchan Ness to Collieston Coast Special Protection Area (SPA) to the east, Buchan Ness to Collieston Special Area of Conservation (SAC) to the south east, and Bullers of Buchan Coast Site of Special Scientific Interest (SSSI) also to the southeast.

Boddam Castle scheduled monument is located immediately to the south of the settlement. Boddam Den scheduled monument is located to the southwest of the settlement. Both monuments are located outwith the settlement boundary. Buchanness Lighthouse is set to the east of Boddam and is Category A Listed.

Settlement Features

Protected Land	
P1	To protect the coastal setting of Boddam as a significant contribution to the character of the place.
P2	To protect the playing fields and play area as an amenity for the settlement.
P3	To protect the play area as an amenity for the settlement.
P4	To protect the coastal setting of Boddam as a significant contribution to the character of the place.
P5	To protect a pedestrian/cycle/rail crossing by the A90 as a significant contribution to the character of the place.
P6	To protect the setting of the lighthouse as an important local feature.
Other Designations	
CA	Boddam Conservation Area.

Flood Risk

- Parts of Boddam lie in an area that is vulnerable to flooding, as identified by the National Flood Risk Assessment. As such, parts of the settlement may be at risk from coastal flooding. Development proposals may therefore be required to be supported by Flood Risk Assessments.
- There is a high possibility of land drainage flooding occurring on site OP1. A Flood Risk Assessment may be required.

Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is sufficient capacity at Peterhead waste water treatment works. Surface Water must not be discharged into the sewer.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Boddam or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Boddam or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.

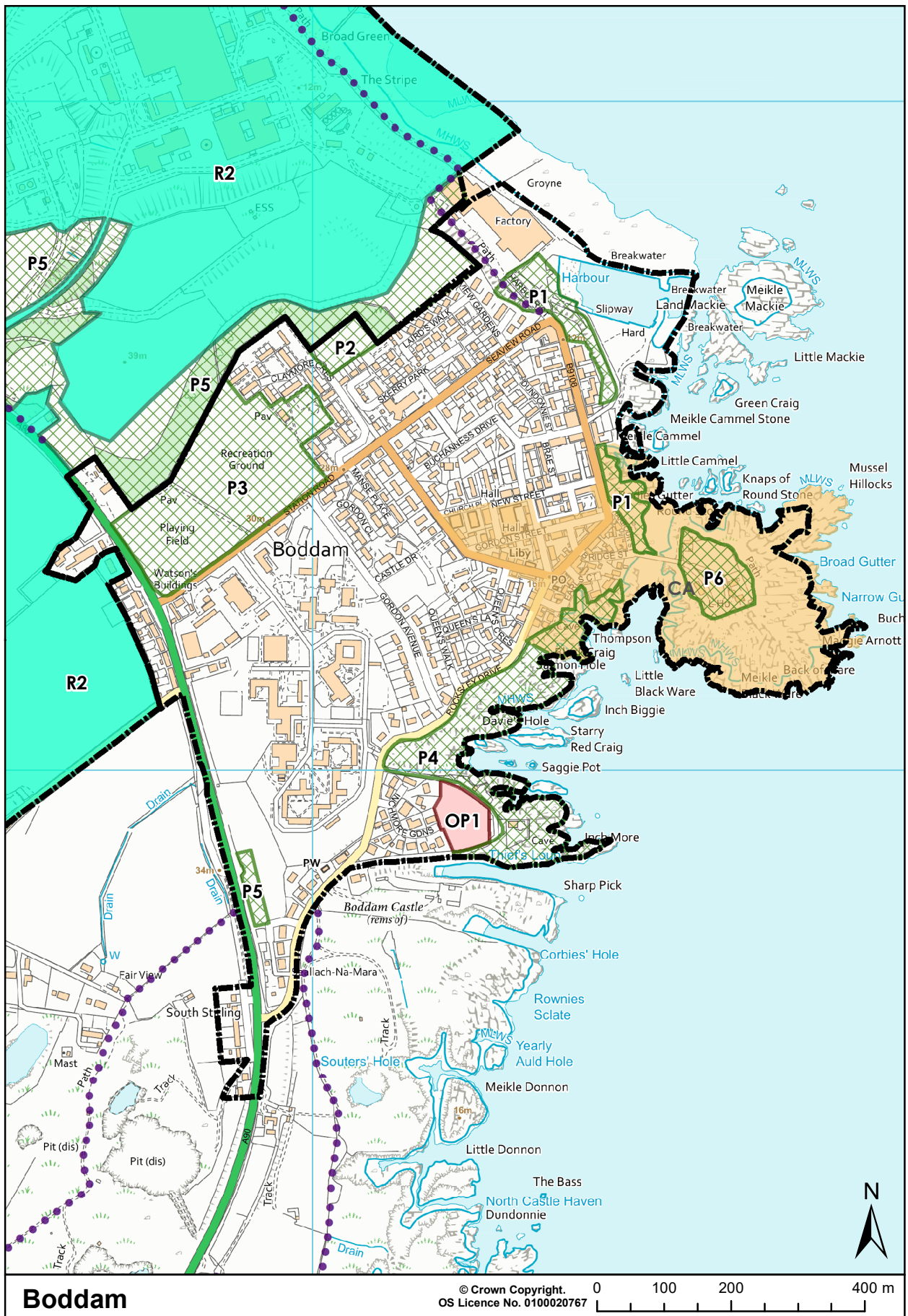
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new Health Centre in Peterhead. Contributions towards a dental chair facility may be required.

Allocated Sites

OP1: East of Inchmore Gardens

Allocation: 9 homes

This site was previously allocated as site OP2 in the LDP 2017. Access to the site can be taken via an existing point on Inchmore Gardens. The design of the development takes advantage of the coastal setting and views to the east from the site and housing units to be sited accordingly while respecting the existing layout of housing on Inchmore Gardens. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



CRIMOND

Vision

Located along the A90 14km northwest of Peterhead, Crimond is a key commuter settlement for Peterhead. It has basic facilities for everyday living and the new medical centre plays an important role for the community.

During the next Plan period it is important for Crimond to see housing development, particularly affordable housing, to meet local regeneration objectives and to sustain and grow existing services within the settlement. All future development must contribute towards any new access roads to the south of the settlement to facilitate future growth.

The community has noted the need to retain an existing runway at the disused Royal Navy Air Station, Rattray airfield. There is also an aspiration for a safe cycling route on the A90 and within the village.

Natural and Historic Environment

The Loch of Strathbeg Special Protection Area (SPA), Ramsar, Site of Special Scientific Interest (SSSI) and Strathbeg to Rattray Local Nature Conservation Site (LNCS) are all located to the north and northeast of the settlement.

Rora Moss Site of Special Scientific Interest (SSSI) and Local Nature Conservation Site (LNCS) are located to the south of the settlement.

The Crimonmogate Garden and Design Landscape is located to the northwest of the settlement. The Parish Church of Crimond (including Enclosing Walls, Railings and Gates) is Category A Listed and located to the east of the A90(T).

Settlement Features

Protected Land	
P1	To protect the Crimond belts as significant linear woodland features and as strategic landscaping. This forms part of the green-blue network.
P2	To protect the playground as an amenity for the settlement.
P3	To protect the play area as an amenity for the settlement.

Flood Risk

- Parts of Crimond fall in an area potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Flood Risk Assessments may be required.
- Due to the presence of small watercourses running through or adjacent to the site a Flood Risk Assessment will be required to support proposals for site OP2.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision. A strategy is required to address the connectivity issues caused by the A90 and the requirement for safe cycling on the A90 and within the village. An additional access to the A90 is required once the cumulative total of units served by Logie Road reaches 300 units.
- **Strategic drainage and water supply:** Waste water network analysis is required to assess the hydraulic capacity of the waste water pumping station.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Crimond or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Crimond or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.

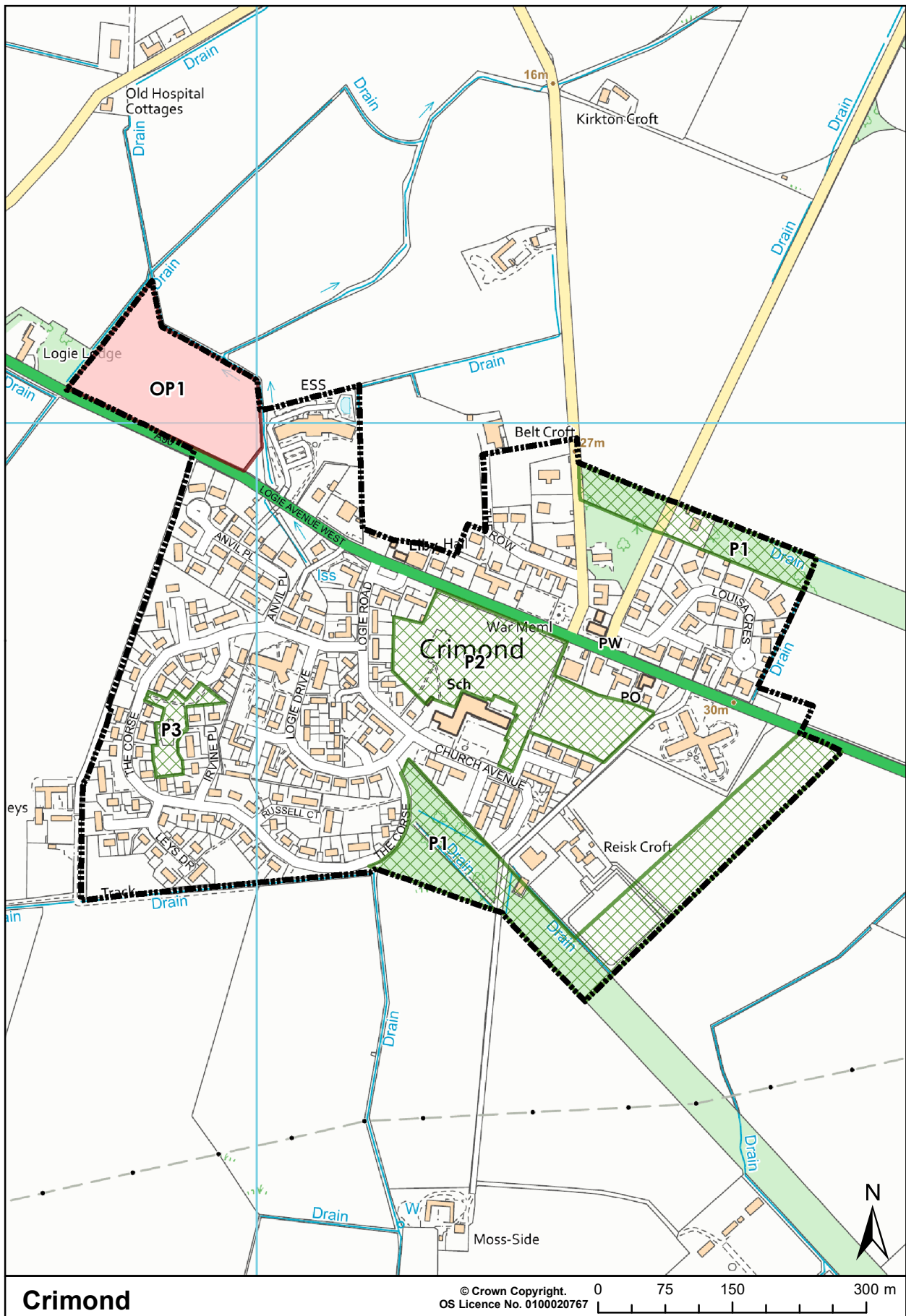
Allocated Sites

OP1: Land West of Crimond Medical Centre

Allocation: 30 homes

This is a new allocation on a site set to the northwest of Crimond and adjacent to the Crimond Medical Centre. Due to watercourses flowing to the east, north and west of the site, a Flood Risk Assessment will be required. Buffer strips will be required along the watercourses and should be positively integrated into the open space to minimise flood risk and enhance the landscape and wildlife corridor. A suitable access into the site needs to be achieved. Vehicular and pedestrian connections to these sites should be integrated into the site layout.

The site lies in a prominent 'gateway' location. Housing design should be of a high standard and sympathetic to its surroundings. New development should be concentrated towards the south-east part of the site to ensure that it integrates well with the settlement. Appropriate landscape screening and buffer strips must be provided along the site's northern and western boundaries where watercourses flow. Appropriate landscaping is also required along the site's A90(T) frontage. The layout plan must take account of the The Loch of Strathbeg SPA, SSSI and Ramsar and Strathbeg to Rattray Local Nature Conservation Site (LNCS). It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



CRUDEN BAY

Vision

Situated on the coast and within the Energetica Corridor, Cruden Bay is a small tourist and commuter settlement serving both Aberdeen and Peterhead. The local hotels, links golf course, beach and distinctive dwellings along Harbour Street and within the historic Port Erroll area of the village are key features in the settlement. Much of the historic harbour area is covered by Conservation Area status while the adjacent beach and dunes provide an attractive setting for the settlement. Future development should respect the existing qualities of the town, while contributing to the objectives of the wider Energetica Corridor vision to create a high-quality lifestyle and leisure location. Strategic landscaping will ensure that future development does not detract from the existing setting and amenity of the village.

There is a need for affordable homes and mixed-use tenures. Any development should be of a high standard and its layout and design should preserve and enhance the Port Erroll Conservation Area. Internal paths should be promoted to make connections between different parts of the settlement. There is an aspiration to improve the quality of the existing play and recreational facilities.

Natural and Historic Environment

The designated sites of Buchan Ness to Collieston Coast Special Protection Area (SPA); Buchan Ness to Collieston Special Area of Conservation (SAC); Bullers of Buchan Coast Site of Special Scientific Interest (SSSI) and Cruden Bay Local Natural Conservation Site (LNCS), all lie close to the settlement.

The New Slains Castle, Cruden Bay lies to the east and it is outwith the settlement boundary. It adds significant value to the area and is Category B Listed.

Settlement Features

Protected Land	
P1	To protect the setting of Cruden Bay and the football pitch at Mill Park, play area, tennis court and bowling green and contribute to the green-blue network.
P2	For the protection of Cruden Bay Golf Course.
Reserved Land	
R1	Marks the proposed strategic landscaping required for site OP1 and OP2.
R2	Safeguarded for a pedestrian path/cycleway/railway line.
R3	For potential expansion of the school.
R4	For a medical facility.
Other Designations	
CA	Port Erroll Cruden Bay Conservation Area.

Flood Risk

- Parts of Cruden Bay are in an area that is potentially vulnerable to flood risk as identified by the National Flood Risk Assessment. Parts of the settlement may be at risk from coastal flooding. Flood Risk Assessment may be required.
- Due to the presence of a small watercourse running through or adjacent to sites OP2 and R4, a Flood Risk Assessment may be required.

Oil and Gas Pipelines

- Part of the settlement is within the Health and Safety Executive (HSE) consultation distance associated with one or more oil or gas pipelines in the vicinity. Developments within this distance must comply with Policy P4: Hazardous and potentially polluting developments and contaminated land, and with the HSE “Land Use Planning Methodology”.

Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision. The existing A90 junction at Auchiries should be upgraded to support any further development in Cruden Bay.
- **Strategic drainage and water supply:** There is sufficient capacity at Peterhead for waste water treatment works. However, sewer network investigations would be required to assess the capacity in pumping stations and pumping mains to ensure that the required capacity can be met.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Cruden Bay or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.

- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Cruden Bay or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Cruden Bay. Contributions towards expansion of existing pharmacy facilities or within a new facility may be required.
- **Open Space:** Open space contributions may be required towards the extension of the cemetery at Cruden Parish Church, existing play provision, cycleway and footpath linkages to the existing settlement and improvements to the national coastal path including any future upgrades to Ladies Bridge.

Allocated Sites

OP1: Land at Aulton Road

Allocation: 200 homes, 2ha employment land and community facilities

This site was previously allocated as site OP1 in the LDP 2017. Located along the western edge of Cruden Bay, the development site is visible to those approaching the settlement from the south. For this reason, strategic landscaping should be planted along the western site boundary to minimise potential adverse impacts to the setting of Cruden Bay. Locating open space along the western boundary may provide an opportunity to do this effectively and will also provide a connection with existing woodland to the northwest of the site adjacent to the Water of Cruden.

A Masterplan has been agreed and full planning permission for 150 homes has been granted (planning application reference: APP/2017/0050) which co-ordinates with site OP2 located immediately to the south. The access point for site OP1 must be implemented in line with the approved plans and a suitable access must be formed to connect with the site OP2. Design of new housing should be sympathetic to the style of existing neighbouring houses. Opportunities should also be taken to ensure connectivity between the development site and the existing settlement, including vehicle and pedestrian routes. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet the local need.

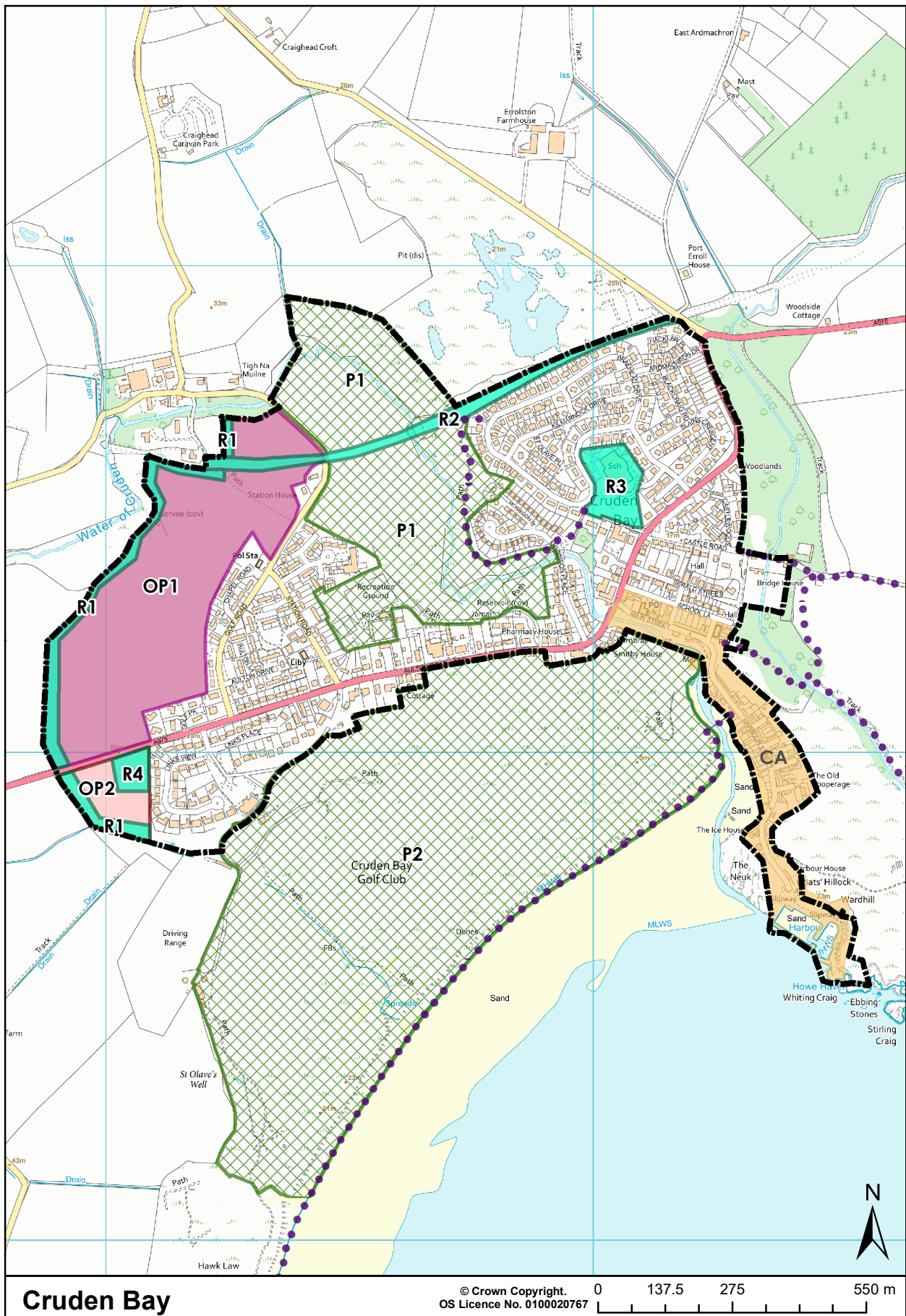
A priority junction access to OP1 has been approved under APP/2019/0626 which must be adhered to, and this has been designed to incorporate a future staggered access to the OP2 site. Due to potential flood risk from the Water of Cruden, a Flood Risk Assessment may be required to support development proposals that lie beyond the area covered by the existing Masterplan and planning permission.

OP2: South of Aulton Road

Allocation: 31 homes

This site was previously allocated as site OP2 in the LDP 2017. Located on the western edge of Cruden Bay immediately to the south of the A975 and site OP1, site OP2 is visible to those approaching the settlement from the south. For this reason, strategic landscaping should be planted along the western boundary to minimise potential adverse impacts to the setting of Cruden Bay. Due to its proximity to site OP1, an extension to the Masterplan agreed for OP1 is required to ensure design coherence and connectivity between the two sites is considered. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

The priority junction to site OP1 has been designed to incorporate a staggered junction to the OP2 site. A Flood Risk Assessment may be required depending on the proposed development layout. There has been a number of archaeological recordings recorded on the site. A level 1 Archaeological Survey will be required.



FETTERANGUS

Vision

Fetterangus is a small rural settlement located to the north of Mintlaw. Local services include a primary school, play area and public house. The last Plan period saw some expansion to the settlement with the development of new homes across one site. Future development, which includes housing and business development sites, should ensure that existing services are sustained and upgraded where necessary to meet increased local need.

The community has an aspiration to make effective use of existing open spaces throughout the settlement and these sites should be protected and prevented from development. Abandoned buildings associated with play and recreation should be brought back into use.

Natural and Historic Environment

Fetterangus Church, symbol stone Scheduled Monuments (SM71) and Fetterangus Church Scheduled Monument (SM7143) are set to the west of the settlement. Set to the northwest, Gaval is a standing stone, which is a Scheduled Monument (SM72).

Settlement Features

Protected Land	
P1	To protect the strategic landscaping required for sites OP1 and OP2 and act as a landscape buffer.
P2	To protect the area of open space in The Square as an amenity for the settlement.
P3	To protect the bowling green and playing fields as an amenity for the settlement.
P4	To protect a tree belt as a significant contribution to the character of the place and provide a landscape buffer.
P5	To protect the playing field as an amenity for the settlement.
P6	To protect the cemetery as a green-blue network for the settlement.
Reserved Land	
R1	For a car park and pavilion for the playing field.

Flood Risk

- Due to the presence of a small watercourse running through or adjacent to sites OP2, OP3 and R1, Flood Risk Assessments may be required to support development proposals. A buffer strip will be required along the minor watercourse on the eastern boundary of site R1.

Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is limited capacity at the Fetterangus waste water treatment works. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Secondary education:** All residential development may need to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Fetterangus or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Fetterangus or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All development may be required to contribute towards the creation of additional capacity to existing medical facilities or a new health centre in Mintlaw.
- **Open space:** Developments may be required to contribute for a path between the playing field and the remains of Fetterangus Church.

Allocated Sites

OP1: Land North of Ferguson Street

Allocation: 26 homes

This site was previously allocated as OP1 within the LDP 2017 and a Masterplan is required to co-ordinate the development of OP1, OP2 and R1. Development of the eastern part of the site must ensure integration with existing development to the western part in terms of design and access.

Providing a spur for access to the adjacent greenfield land to the west (OP2) to allow further development or integration to occur is also recommended. The local road needs to be widened and significant alteration to the existing junction at Greens of Gravel will be required. Pedestrian links with the core path network to the southwest of the settlement are also recommended. Developer contribution towards local road widening and significant alterations to the existing junction to Greens of Gavel will be required.

Strategic landscaping will be required to reduce the visual impact of development at the northern and southern boundaries of the site.

Scheduled monuments are located in close proximity, therefore, consultation with Historic Environment Scotland must take place at an early stage in the planning application process.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet the local need.

OP2: Land Adjacent to Playing Fields

Allocation: 27 homes

This site was previously allocated as OP2 within the LDP 2017. A Masterplan is required to co-ordinate the development of OP1, OP2 and R1. Development of the site should take into consideration the neighbouring opportunity site to the east (OP1) in terms of access, layout and design.

A pedestrian and cycle link to the recreational ground to the southwest should also be provided, which will in turn connect the site with the core path network. Permeability and connectivity to site OP1 and Ferguson Place will be required. Developer contributions towards local road widening and significant alterations to the existing junction to Greens of Gavel will be required and the works must be carried out to an adoptable standard.

New development should not adversely affect the setting of Fetterangus Church and Symbol Stone; both of which are scheduled ancient monuments located a short distance to the west of the site. New development, through its siting and design, must be sensitive to its surroundings and incorporate landscaping at its western boundary to screen the development from view. Historic Environment Scotland should be consulted at an early stage in the preparation of development proposals for the site.

Strategic landscaping will be required, particularly adjacent to the watercourses on the northern and southern boundaries of the site, to reduce the visual impact of new development and flood risk. A Flood Risk Assessment may be required. Enhancement of the straightened watercourses through re-naturalisation and removal of any redundant features will require to be investigated.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet the local need. Early engagement with Scottish Water must be undertaken to initiate a growth project.

OP3: Land East of Gaval Street

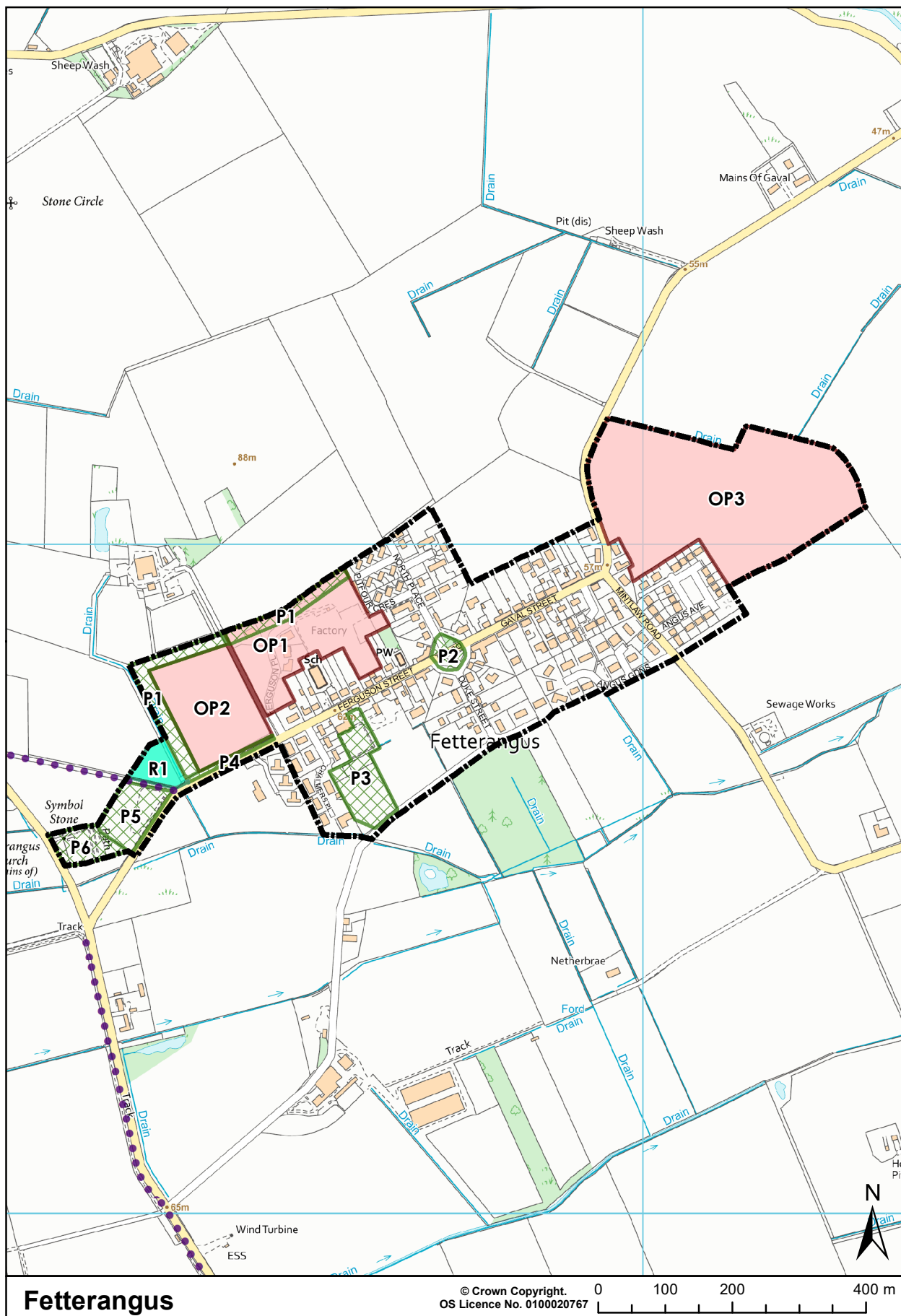
Allocation: 49 homes

This is a newly allocated site set towards the northeast corner of Ferguson Street. It is anticipated that the access shall be taken from Gavel Street. The new street pattern must complement the existing street patterns set within the village. Housing design should be sought to complement neighbouring residential properties in terms of scale, layout and materials.

Pedestrian and cycle routes need to be provided from the west of Gavel Street to the east and in order to connect with Ferguson Street to establish connectivity. An informal network connecting to Angus Avenue would create better connectivity. A new footway connecting Gavel Street and the bus stops on Mintlaw Road must be provided. Screening may be provided to the north and northwest to establish the boundary.

A site brief would be required to ensure the principles of placemaking are implemented along with biodiversity measures, active travel routes and open space, and retention of the tree line and hedges bordering the site. A buffer strip will be required along the watercourse on the northern boundary of the site to protect the site from any flood risk. Enhancement of these straightened watercourses through re-naturalisation and removal of any redundant features would require to be investigated.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet the local need.



HATTON

Vision

Hatton is located within the Energetica Corridor and serves as both a service centre for the surrounding rural area and as a commuter village for Peterhead, Ellon and Aberdeen. There are a range of services in the village, including a primary school. Although predominantly residential, the main employment opportunities are provided by a bakery and hotels. There is a cadet centre to the south of Boddam.

Hatton is surrounded by undulating agricultural land, and the main part of the village is set at a higher level than the main road, rising from the valley formed by the Water of Cruden. To the north of Main Street the hillside falls away steeply only to rise again towards Hatton Farm Road making this area difficult to develop. To the east of Station Road, the land rises to create a plateau, which is partially protected as site P1 to conserve the setting of Hatton. A tree planting scheme at Auchlethan Farm creates a natural barrier to further growth of the village to the southwest. New allocated sites consist of smaller sites due to the highly developed areas promoted under the previous Plan period.

There is an aspiration to improve the facilities for cyclists within the settlement and improve the pedestrian access to the A90 within and adjacent to the settlement. A Park & Ride to Peterhead is a desire of the local community. There is an aspiration to improve the open spaces around the settlement and utilise the railway track, and also a desire to upgrade the surrounding area of the public hall.

Natural and Historic Environment

Buchan Ness to Collieston Coast Special Protection Area (SPA), Bullers of Buchan Coast Site of Special Scientific Interest (SSSI), Buchan Ness to Collieston Special Area of Conservation (SAC) and Cruden Bay Local Nature Conservation Site (LNCS) are all located to the distant east of the settlement.

Settlement Features

Protected Land	
P1	To protect the skateboard park, tennis courts and playing field as an amenity for the settlement and to protect the area as a significant contribution to the character of the place.
P2	To protect the playing field as an amenity for the settlement.
P3	To protect the play areas as an amenity for the settlement.
Other Designations	
BUS	Safeguarded for business uses. Further information on ground levels and surface water drainage will be required. Prospective developers are advised to consult the Council's Flood Risk and Coast Protection Service.

Flood Risk

- Parts of Hatton lie in an area that is vulnerable to flooding, as identified by the National Flood Risk Assessment. Development proposals on site BUS may therefore be required to be supported by Flood Risk Assessments. Prospective developers are advised to consult the Council's Flood Risk and Coast Protection service.
- There is potential for surface water flooding at site BUS. A Flood Risk Assessment may be required.

Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** The sewer network is currently subject to flooding and this would need to be investigated. Scottish Water must be consulted during the early stage of the planning process for all development. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Hatton or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Hatton or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre at Cruden Bay. Contributions towards the expansion of existing pharmacy facilities or within a new facility may also be required.

Allocated Sites

OP1: Land of Northfield

Allocation: 40 homes

This site was previously allocated as OP1 within the LDP 2017. New vehicle access to be taken from Main Street with new footways on Main Street to connect to the existing network. Pedestrian access is also required on the east side connecting to Main Street/Northfield Gardens. Future development of the site should be sympathetic towards existing housing design within Hatton in terms of scale and materials. The design of the development should also ensure pedestrian and cycle links within the wider settlement are provided to promote road safety and active travel. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP2: Off Station Road

Allocation: 34 homes

This site was previously allocated as OP3 and OP5 in the LDP 2017. Planning Permission in Principle for residential development on the site has been granted (planning application references APP/2004/2977, APP/2011/2388 and APP2020/1157) and the site is currently under construction and expected to continue into this Plan period. For any future phases, design of the development should take into consideration the rural character of the site and existing trees and woodland should be retained where possible.

A pedestrian and cycle link is to be provided across the burn which forms the site's northern boundary to link the site with the neighbouring recreational area, core path network and wider settlement to the north and east. There is a sewer mains located within the ground and running through this site. Scottish Water should be consulted to ascertain whether a sewer relocation is required.

A Flood Risk Assessment may be required. A buffer strip will be required along the Water of Cruden on the north eastern boundary of the site to enhance wildlife corridor. Enhancement of the straightened watercourse through re-naturalisation and removal of any redundant features will need to be investigated.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet the local need.

LONGHAVEN

Vision

Longhaven is a small community located within the Strategic Growth Area and Energetica Corridor and provides basic services for its surrounding rural area including a shop, village hall and primary school. The settlement sits adjacent to and is dominated by a fast flowing section of the main Peterhead to Aberdeen trunk road (A90) and as a result, potential growth is restricted to the north side of this road for reasons of public safety.

Natural and Historic Environment

The Buchan Ness to Collieston Coast Special Protection Area (SPA) is located to the east of the settlement, while Stirling Hill Local Nature Conservation Site (LNCS) is located to the north.

Settlement Features

Protected Land	
P1	To protect the grounds for community, sport and recreation uses as an amenity for the settlement.

Flood Risk

- Due to the presence of a small watercourse adjacent to the site, a Flood Risk Assessment may be required.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** It may be feasible to connect to Peterhead Waste Water Treatment Works. Scottish Water is required to be consulted at the early stage of the planning process.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Longhaven or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Longhaven or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.

- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre at Cruden Bay. Contributions towards the expansion of existing pharmacy facilities or within a new facility may also be required.

Allocated Sites

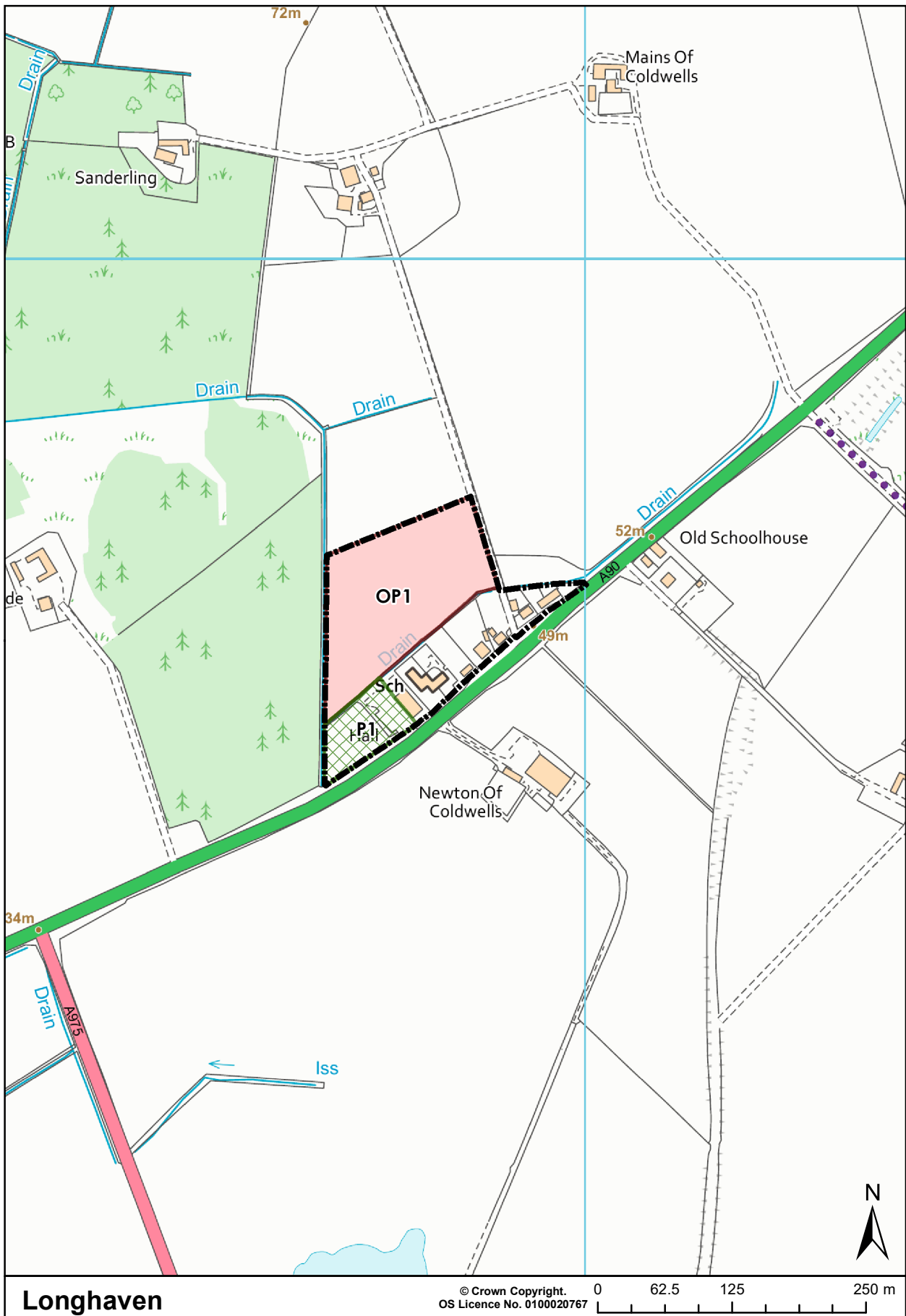
OP1: Land Adjacent to Longhaven School

Allocation: 30 homes

This site was previously allocated as site OP1 within the LDP 2017. It remains the only logical location for the provision of additional housing within the settlement. Access to the site can be taken via the existing access track which links Longhaven with the farms to the north. A Flood Risk Assessment may also be required. The access track requires to be upgraded to an adoptable standard. An existing A90 access needs to be upgraded and a safe crossing point must be provided to the southbound bus halt.

New housing should be sympathetic to the traditional style of existing housing, while appropriate landscaping will ensure that landscape and visual impact to and from the local road network is minimised (A90). A buffer strip will be required along the watercourse on the western edge of the site and should be integrated positively into the development. Enhancement of these straightened watercourses through re-naturalisation and removal of any redundant features will require to be investigated. Waste water treatment must be connected to a single waste water treatment plant of sufficient capacity and that would have to be installed to a standard that can be adopted by Scottish Water.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet the local need.



LONGSIDE

Vision

Longside is a small commuter village located on the A950 to the west of Peterhead. The settlement is bound to the north by a golf course and the South Ugie Water and to the south, east and west, by agricultural land. The village contains various local services including a primary school, sports facilities, shops and local businesses. The town has grown slowly over many years and exhibits a character that is not dominated by the volume of housing developments. Newer developments should follow the existing pattern of development.

There are community aspirations for a new walking route leading to the primary school, to connect with homes located in different parts of the village. The community also have a desire for improved employment opportunities and increased economic growth by adding more shops and services, thereby ensuring that the younger generation would feel confident in continuing to live in the settlement. Improved digital infrastructure would be welcomed as it would contribute in improving the quality of life.

There is a desire to retain the Longside Airfield which is considered an important feature for the settlement, which is currently in use by helicopters for emergency landing.

Natural and Historic Environment

The Old Parish Church of Longside and Churchyard Gateway, Longside Parish Church are located at Inn Brae and are Category A Listed.

Settlement Features

Protected Land	
P1	To protect the golf course and the setting of Longside as a significant contribution to the character of the place.
P2	To protect woodland, tennis courts and a bowling green as amenities for the settlement.
P3	To protect the setting and amenity of the southeast part of Longside.
P4	To protect the playground as an amenity for the settlement.
P5	To protect the open space as an amenity for the settlement and forming a green-blue network.
P6	To protect the cemetery as a significant contribution to the character of the place and forming a green-blue network.

Flood Risk

- Parts of Longside are shown to be at risk from flooding, as shown of in SEPA's Indicative Flood Risk Map. Flood Risk Assessments may be required to support development proposals.
- Due to a watercourse located near to site OP1, a Flood Risk Assessment may be required.
- Due to surface water issues at site OP2, a Flood Risk Assessment may be required.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** The capacity of the Longside Waste Water Treatment plant is limited. An investigation on the sewer network may be required. A growth project will be initiated once development meets Scottish Water's five growth criteria. The demand for the waste water capacity for the non-domestic element of this development will depend on the business use. Early engagement with the Scottish Water is encouraged.
- **Secondary education:** All residential development may need to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Longside or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Longside or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All development may be required to contribute towards the creation of additional capacity or extension at Mintlaw Surgery or the new Health Centre in Mintlaw.

Allocated Sites

OP1: Land off Station Terrace

Allocation: 30 homes

This is a new allocation on a site set to the north of Longside. The southeast of the site is close to a watercourse and is at risk of flooding. A Flood Risk Assessment may be required. No development should occur below 22.05 metres AOD. Buffer strips will be required to mitigate flood risk and landscape impact and should be positively integrated into the open space. Enhancement of the straightened watercourse on the western boundary through re-naturalisation and removal of any redundant features will require to be investigated. The public drainage infrastructure needs to be upgraded.

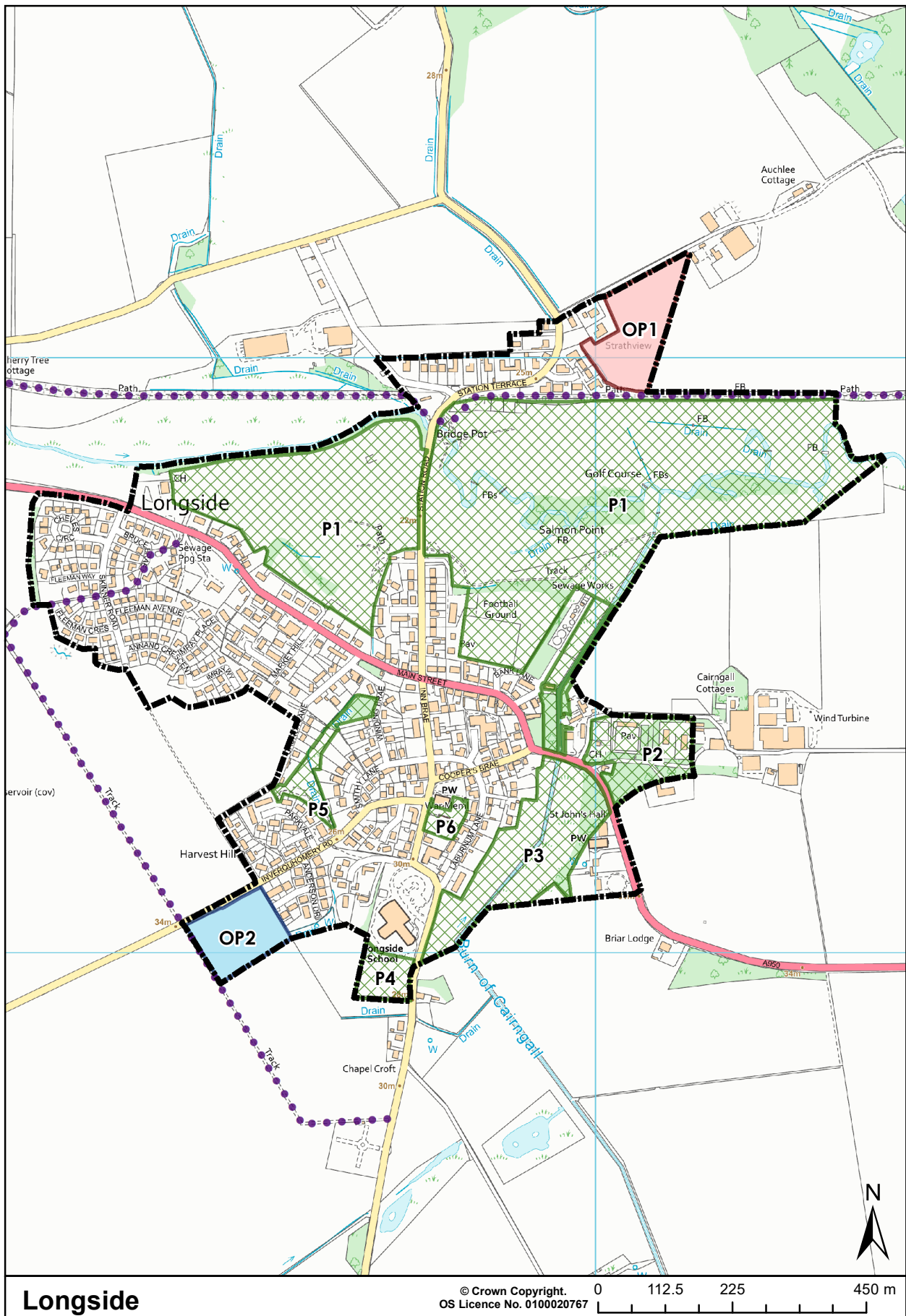
The existing Auchlee Farm Road needs to be upgraded to an adoptable standard, with full footway provision and a new junction on Station Terrace which meets adoptable standard including visibility requirements. Further formal footway connections to the Formartine and Buchan Way should be agreed. Vehicular and pedestrian connections to these sites should be integrated into the site layout. A Transport Statement must be submitted that addresses these issues.

Housing design should seek to complement neighbouring residential properties in terms of scale, layout and materials. Appropriate screening should be provided towards the golf course. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet the local need.

OP2: Land off Inverquhomery Road

Allocation: 1.5ha employment land

This site was previously allocated as a BUS site in the LDP 2017. The site is located to the southwest of Longside, at the edge of the settlement. Inverquhomery Road should be upgraded to an adoptable standard required for the level of development, complete with footway connections to the existing network. A Flood Risk Assessment may be required due to surface water flooding events.



LONGSIDE AIRFIELD

Vision

Longside Airfield is situated between Peterhead and Mintlaw, on the A950 single carriageway and this is where the existing airfield is also located. The airfield opened in 1941 during WWII and was operated by the RAF for a number of years. At present, part of the site is used for emergency landings and recreational flying, whilst the remainder has been disused for many years. There have been a number of full planning permissions granted from 2017 for storage. This site could play a key role within the UK's gas industry in the years to come. Any future development will contribute to employment and the local economy.

Oil and Gas Pipelines

- Part of the settlement lies within a Health and Safety Executive (HSE) consultation distance associated with one or more oil and gas pipelines in the vicinity. Proposed development within the consultation distance must comply with the requirements of Policy P4: Hazardous and potentially polluting developments and contaminated land, and with the HSE 'Land Use Planning Methodology'.

Services and Infrastructure

- **Strategic drainage and water supply:** There is no waste water treatment plant available.

Allocated Sites

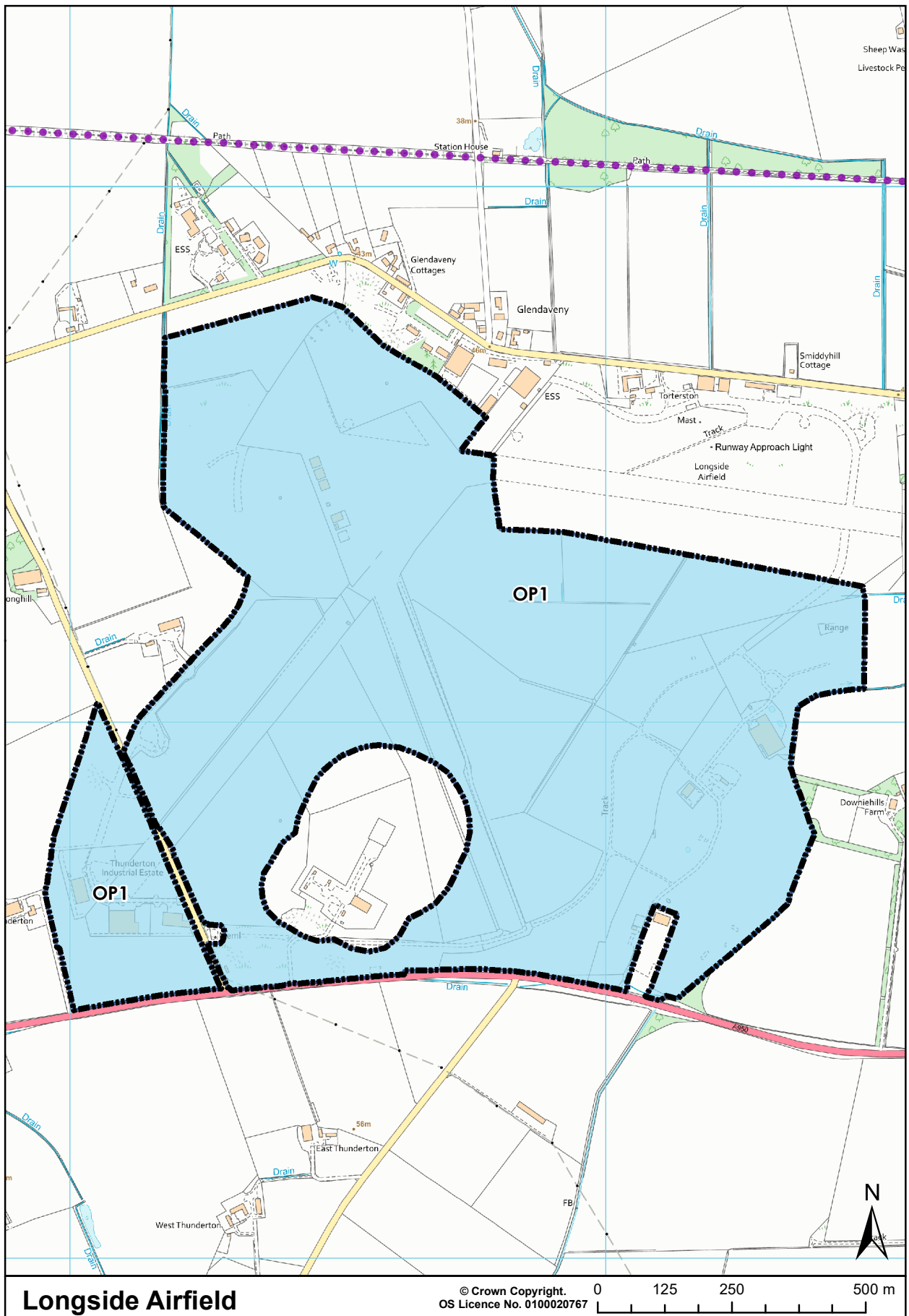
OP1: Longside Airfield

Allocation: 124.86ha employment Land

The site is located south of the operational airfield. Planning applications have been approved for storage and distribution for part of the site. Any future development should be restricted to Use Class 6 (storage and distribution) to avoid greater disturbance to the adjacent runway, explosives warehouse/store and the surrounding activities. The site shall not be permitted to change to any other Use Class Order. This would result in minimal disturbance from the development and operation within the site and the site can revert to an airfield should it be required in the future. Any development should not affect the runway that is currently in use.

The site is at close proximity to a Drinking Water Protected Area, therefore, it will be necessary for development proposals to be supported by assessments of the potential for radioactive substances being present on the site and groundwater drainage measures.

A Transport Assessment may be required to determine accessibility and infrastructure requirements. Part of the site lies within a Health and Safety Executive pipeline consultation zone. All development proposals must accord with the requirements of Policy P4 (hazardous and potentially polluting developments and contaminated land) and comply with the Health and Safety Executive's 'Planning Advice for developments near Hazardous Installations'. An Access Strategy also needs to be developed for the site and must take into account any restrictions resulting from the HSE exclusion zone. An assessment of the site for potential radioactive substances is required prior to any development.



MAUD

Vision

Maud is a rural service centre for its surrounding area and a commuter village. Lying 2km south of the A950 Banff to Peterhead road, Maud was originally developed around a cattle mart and train station, both of which were located at its centre and have since closed, along with Maud Hospital. The mart has since been redeveloped to a variety of uses, including a community service centre. The disused railway line has become part of the Formartine and Buchan Way, and its station converted to a museum. It is important that Maud continues to diversify including the expansion of tourism and small business development as a means of continuing to offer potential for increasing employment opportunities. It is also important to retain the existing shops and services.

The community would like more car parking spaces to meet the demand for this. There is a desire to protect the fire station. There is a demand for brownfield development returning the use of redundant buildings back to business uses.

Settlement Features

Protected Land	
P1	To protect the football ground, bowling green, play area and recreation ground as amenities for the settlement.
P2	To protect the setting of Maud as a significant contribution to the character of the place.
P3	To protect the Formartine and Buchan Way as an extension of a major component of the regional green-blue network.
P4	To protect the school playground as an amenity for the settlement.

Flood Risk

- Due to the presence of small watercourses running through and adjacent to the sites, a Flood Risk Assessment may be required for sites OP1 and OP2.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision. A bus stop is to be provided on Castle Road.
- **Strategic drainage and water supply:** Maud Waste Water Treatment Works serves both Maud and New Deer. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Secondary education:** All residential development may be required to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Maud or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.

- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Maud or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and Waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities in Maud or New Pitsligo.

Allocated Sites

OP1: Land at Castle Road

Allocation: 107 homes

This site was previously allocated as OP1 and OP2 in the LDP 2017. A Masterplan must be agreed to ensure vehicular and pedestrian connectivity along with good design are achieved. It is anticipated that access to this site will be taken via Castle Road. Two points of access are required onto Castle Road one of which should be via the strip of land opposite Castle Terrace. A village gateway feature with road narrowing is required on Castle Road due to the limited road width. A continuous footway on Castle Road linking to the existing network should be provided. A new south-bound bus stop is required on Castle Road. Pedestrian connectivity on to Victoria Road is required. Design of the site should also allow for possible vehicular access to the adjacent greenfield land to the east to allow further development or integration to occur in the future. Consideration should also be given to providing a connection to the core path which runs along the southern site boundary.

Strategic landscaping is recommended along the southern boundary of the site to protect the amenity of neighbouring properties to the south. The development must be connected to the public sewer. Consultation with Scottish Water must take place at an early stage in the planning application process. A Flood Risk Assessment may be required due to small watercourses flowing within the site and large watercourses are located to the north of the site. A buffer strip will be required along watercourses in or around the site, and around the pond adjacent to the northern boundary.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP2: Land West of Castle Terrace

Allocation: 30 homes (supported accommodation for the elderly)

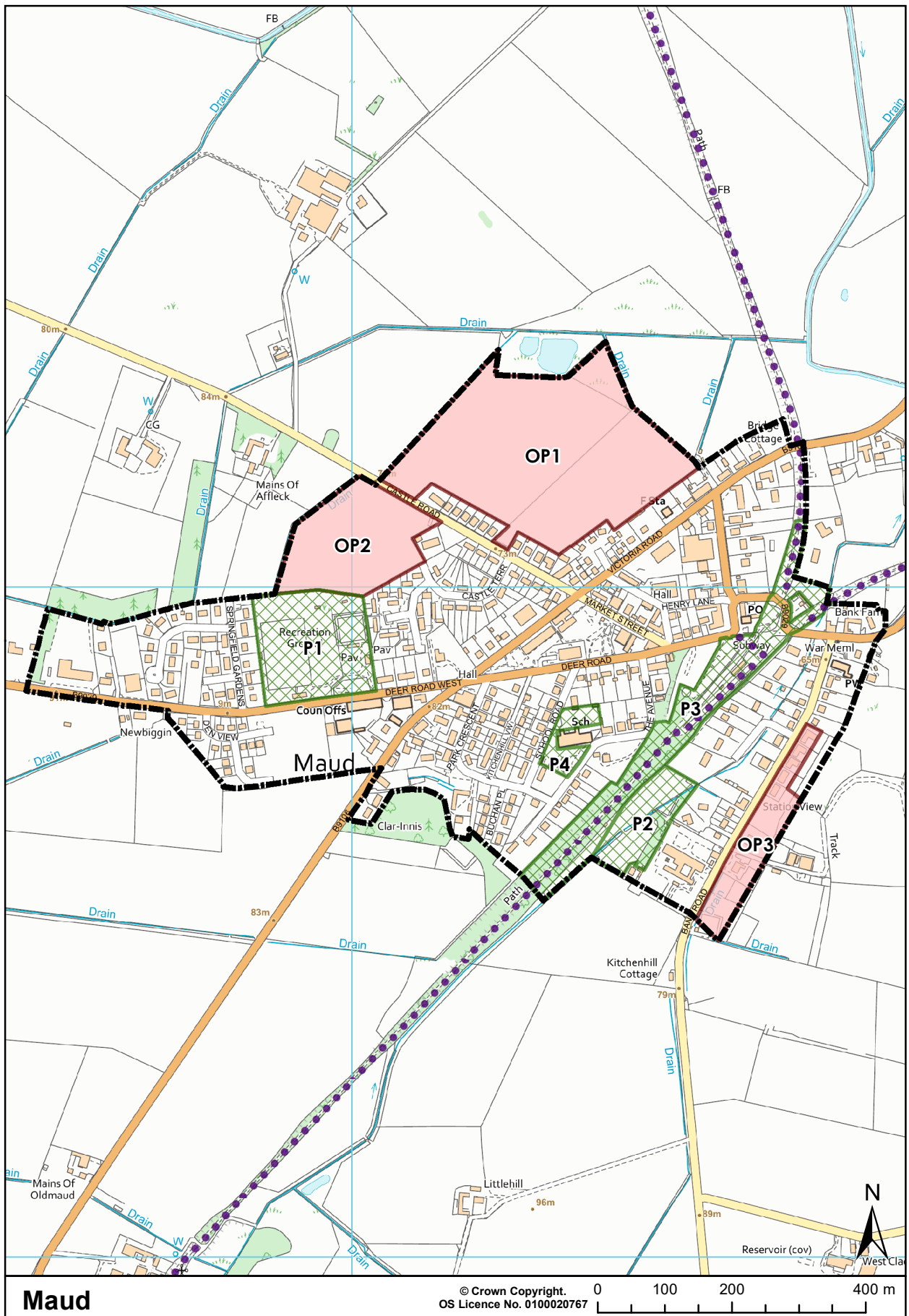
This is a newly allocated site set to the west of Maud. The development shall deliver sheltered/ supported housing or similar for the elderly. Active travel routes, biodiversity enhancements and retention/augmentation of the tree belt around the site must be achieved. Footpath permeability is required on Castle Road to link to the existing network. A potential upgrade is required to the existing north-bound stop. Access into the site should be taken from Castle Road and should co-ordinate with the access to the OP1 site.

Design of the site should blend in with the surrounding area and should be of a high standard. Strategic landscaping is required along the southern and western boundary of the site to protect the amenity of the neighbourhood and minimise any visual impact. Scottish Water has indicated that a Drainage Impact Assessment will be required. A Flood Risk Assessment will be required. Areas shown to be at risk of flooding will be unsuitable for development. A buffer strip will be required along the length of the watercourse adjacent to the site, which should be integrated positively into the site. Opportunities to restore and enhance straightened watercourses should be investigated.

OP3: Land at Bank Road East

Allocation: 10 homes

This site was previously allocated as OP3 in the LDP 2017. This is a committed site which is currently under construction on a plot by plot basis. Future development of remaining plots should seek to complement neighbouring properties in terms of design and scale. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



Vision

Mintlaw, strategically located at the crossroads of the A952 and A950, serves both as a commuter village for Aberdeen, Peterhead and Fraserburgh, and also a service centre for the surrounding rural area. Set within two landscape character areas, the surrounding land is low undulating agricultural land interspersed with very small pockets of trees to the east and larger areas of woodland to the west, including Aden Country Park, which acts as a natural barrier to development and a significant amenity for the town. It has a varied economic base which is centred on the industrial estate located at the western edge of the settlement. There is a wide range of shops and services in the village including a library, doctor's surgery, secondary school and two primary schools. Mintlaw is recognised as a successful place and significant allocations have been made for new housing and employment land in the past.

The Scottish Government is giving consideration to a package of measures to improve road safety on the A90(T), including improvements at the Toll of Birness junction to an at-grade roundabout. The timing of decisions on which projects will be taken forward and their subsequent delivery is not yet known. Furthermore, these measures are not intended to deliver improvements necessary to mitigate the impact of new development on the operation of the junction.

Until the Toll of Birness junction is upgraded, new development in Mintlaw may be restricted. There is a limit on the number of houses which can be built and occupied in Mintlaw until such time as the A90(T) / A952 Toll of Birness junction has been improved and its capacity increased. This constraint is addressed in the current planning permission for site OP1, but may also have implications for other allocated sites in Mintlaw.

In the meantime, if improvements to the junction are required to mitigate the effects of new development, other funding initiatives should be explored. This matter is considered further in Supplementary Guidance on Developer Obligations and Affordable Housing.

The community desires to alter the layout of the roundabout at the junction of the A952 and A950 to create safer parking spaces. The square has significant value due to its unique features, and it is an important feature for the town. Adequate infrastructure should be in place prior to the commencement of any development.

The community's aspirations are also to protect the existing open spaces and manage general housing development in the countryside. Brownfield developments are favoured, as is the allocation of additional employment land. More affordable homes would assist in meeting the demand for low cost homes. Development in the right places would help sustain the local services.

Natural and Historic Environment

The Pitfour Lake Local Nature Conservation Site (LNCS) is located just outwith and towards the northwest of the settlement.

The Aden Country Park, Aberdeenshire, Farming Museum formerly Aden House Stables is located to the west of the settlement and is Category A Listed.

Settlement Features

Protected Land	
P1	To protect an area of woodland as a significant contribution to the character of the place and forming part of the green-blue network.
P2	To protect the recreation ground as an amenity for the settlement.
P3	To protect Aden Country Park as a significant contribution to the character of the place and forming part of the green-blue network.
P4-5	To protect an area of woodland to enhance the amenity of the Buchan Way and forming part of the green-blue network.
P6	To protect the play area and open space as an amenity for the settlement.
P7	To protect the proposed strategic landscaping required for sites OP1 and OP2 and forming part of the green-blue network.
P8	To protect grounds for sport, recreation and community uses as an amenity for the settlement.
P9	To protect the war memorial and the grounds of the roundabout as an amenity for the settlement and to protect the area as a significant contribution to the character of the place.
P10	To protect the play areas as an amenity for the settlement.
P11	To protect the strategic landscaping surrounding OP5.
Reserved Land	
R1	For a district heating scheme or combined heat and power plant for site OP2.
R2	For a medical facility.
Other Designations	
CA	Old Deer Conservation Area.
BUS1 - BUS2	Safeguarded for business use.

Flood Risk

- Parts of sites OP1, OP2, OP3 and OP5 may be at risk of flooding, as identified on the SEPA Flood Maps or because they have a small watercourse running through or adjacent to the site. Flood Risk Assessments may be required.
- Due to the presence of a small watercourse, any further development at site BUS2 may require to be supported by a Flood Risk Assessment. A buffer strip will be required and opportunities to restore and enhance the straightened watercourse should be investigated.

Services and Infrastructure

- **Strategic transport infrastructure:** All sites in Mintlaw will be required to make a contribution towards an upgrade of strategic infrastructure at the A90(T) / A952 Toll of Birness junction, if an impact is demonstrated. Further information is provided in Supplementary Guidance on Developer Obligations and Affordable Housing, and in the Delivery Programme.
- **Local transport infrastructure:** All new development may be required to contribute to improvements to the primary road network, including local road widening, footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is limited capacity at Mintlaw Waste Water Treatment Works. Scottish Water has initiated a growth project.
- **Secondary education:** All residential development may be required to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All development may be required to contribute towards the creation of additional capacity or extension at Mintlaw Surgery or the new Health Centre in Mintlaw.
- **Open space:** Open space contributions may be required towards allotments, existing and future play provision, extension to Old Deer Cemetery and two full size grass pitches and associated pavilion.

Allocated Sites

OP1: Land at Nether Aden

Allocation: 500 homes, business, community, services for the elderly, neighbourhood retail centre and 5ha employment land

This site was previously allocated as OP1 in the LDP 2017. A Masterplan has been agreed covering sites OP1 and OP5 by Buchan Area Committee in September 2017 and construction has commenced on site OP1. An area of land for a new education facility (minimum 2.4ha) is reserved on site as part of the development.

Planning Permission in Principle (APP/2017/2547) for mixed use development was granted in April 2019. This includes a condition which indicates that only 200 houses can be built until such time as the A90(T) / A952 Toll of Birness junction has been improved and its capacity increased (unless it can be demonstrated that additional houses would not have an unacceptable impact on traffic flows). A legal agreement between the council and the developer requires financial contributions towards the improvement of the junction.

There are existing woodland belts surrounding the site which shall be retained as part of the Masterplan (P1 and P7). The existing field boundaries are also tree-lined and to be incorporated into the Masterplan and retained where possible. For the first phase of the development, the main access should be taken from the A952 with a distributor road serving up to 300 units. A ghost island junction on the A952 will serve initial phases with an upgrade to the roundabout required for future phases. A secondary access to Nether Aden Road is required and this must be upgraded to an adoptable standard. Trigger points for a secondary access and a roundabout to be determined. An extension to the footpath on the A952 with a formal footway link via Nether Aden Road to Newlands Road is required, forming a walking route to school. Pedestrian and cycle links with the existing core path network and existing settlement to the north should be maximised to promote connectivity. Public transport infrastructure needs to be provided.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

A Flood Risk Assessment may be required. Green networks and buffer strips will be required along any watercourses in or around the site. Enhancement through re-naturalisation and removal of any redundant structures will require to be investigated.

OP2: Land at Northwoods

Allocation: 600 homes, a primary school and facilities for the elderly

This site was previously allocated as OP2 in the LDP 2017 for 600 homes. A Masterplan and Development Framework for the site have been approved and construction has commenced. A new primary school and facilities for the elderly are to be provided on site. Off-site provision of a district heating scheme or combined heat and power plant (R1) is also to be provided as part of the development. Public transport infrastructure needs to be provided. An updated Transport Assessment is required for phases beyond the current consents. The identified capacity constraint at the A90(T) / A952 Toll of Birness junction may have implications for development timescales, beyond existing permissions.

Existing woodland which forms the eastern and northern site boundaries is required to be retained as part of the development along with any mature tree belts found within the site. Additional woodland planting across the site will provide the opportunity to create habitat and green networks. Vehicular access points to the site should be provided from the east (A952) and Balring Road to the north. Pedestrian and cycle links with the core paths which bound the site to the north, east and south, including the Formartine and Buchan Way, and the existing settlement to the south should be maximised to promote connectivity, including a suitable route to Mintlaw Academy.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. A Flood Risk Assessment may be required for further phases. Green-blue infrastructure and a buffer strip will be required along any watercourses in or around the site and these should be integrated as positive features. Enhancement through re-naturalisation and removal of any redundant structures will require to be investigated.

OP3: Former Artlaw Crescent/Nether Aden Road

Allocation: 20 homes

This site was previously allocated as OP3 in the LDP 2017. Access to the site should be taken via Artlaw Crescent. Future permeability with the land to the east should be protected by way of footway/cycleway links. Housing design should be sympathetic towards existing housing styles on Nether Aden Road and Artlaw Crescent. Development design should also seek to maximise pedestrian connections with existing housing to the west. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP4: Land South of Sutherland Drive

Allocation: 34 homes

This site was previously allocated as OP4 in the LDP 2017. Development of this site provides the opportunity for new housing in an attractive setting due to existing woodland and open space to the east and west. The development needs to provide the section of road to complete the Newlands Road loop from the A950, connecting from Woodside Crescent to Sutherland Drive. This should be provided as part of the development. Housing scale and design should complement existing housing to the north and south, while pedestrian connections to neighbouring housing should be maximised to increase connectivity within the settlement.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP5: South of Nether Aden Road

Allocation: 50 homes

This site was previously allocated as OP5 in the LDP 2017. The site sits immediately to the northeast of the large mixed-use site OP1. A Masterplan has been agreed covering sites OP1 and OP5 by Buchan Area Committee in September 2017 but will have to be reviewed if development has not commenced on these sites by October 2022. The layout of both sites must complement one another. Connectivity and permeability are required with site OP1. Nether Aden Road should be considered to be the main access and this requires to be upgraded to a single carriageway with adoptable footpath links. A path connecting Burnside Road to the school needs to be established. A Transport Statement is required.

Existing woodland which forms the eastern and northern site boundaries should be retained to provide screening between the site and neighbouring land uses and to maintain the existing attractive setting of the site. Pedestrian and cycle links with the core path network and existing housing to the north should be provided to ensure connectivity with the existing settlement.

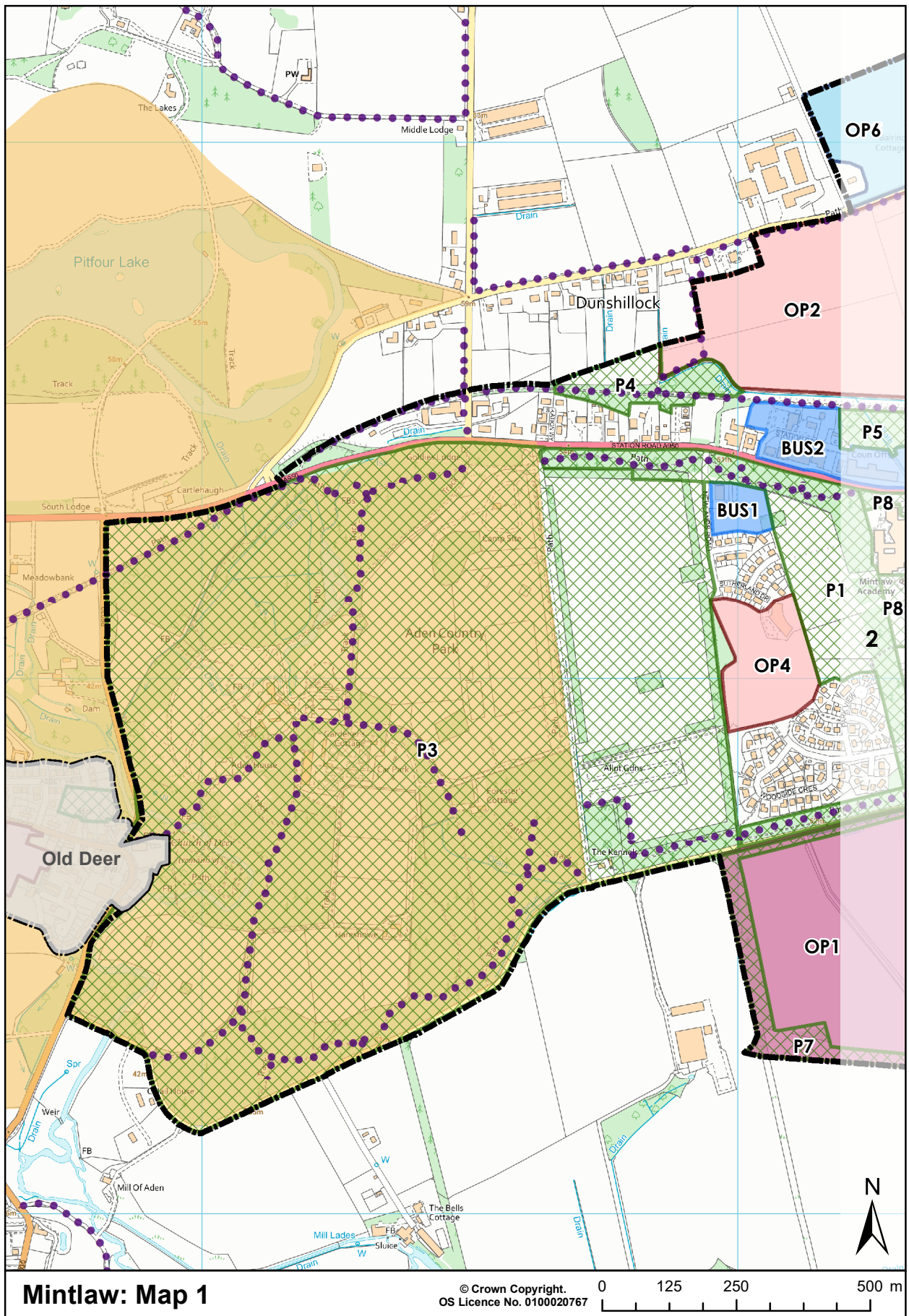
It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. A Flood Risk Assessment may be required. Green-blue infrastructure and a buffer strip will be required for the watercourse along the northern boundary. Enhancement of this straightened watercourse through re-naturalisation and removal of any redundant structures will require to be investigated.

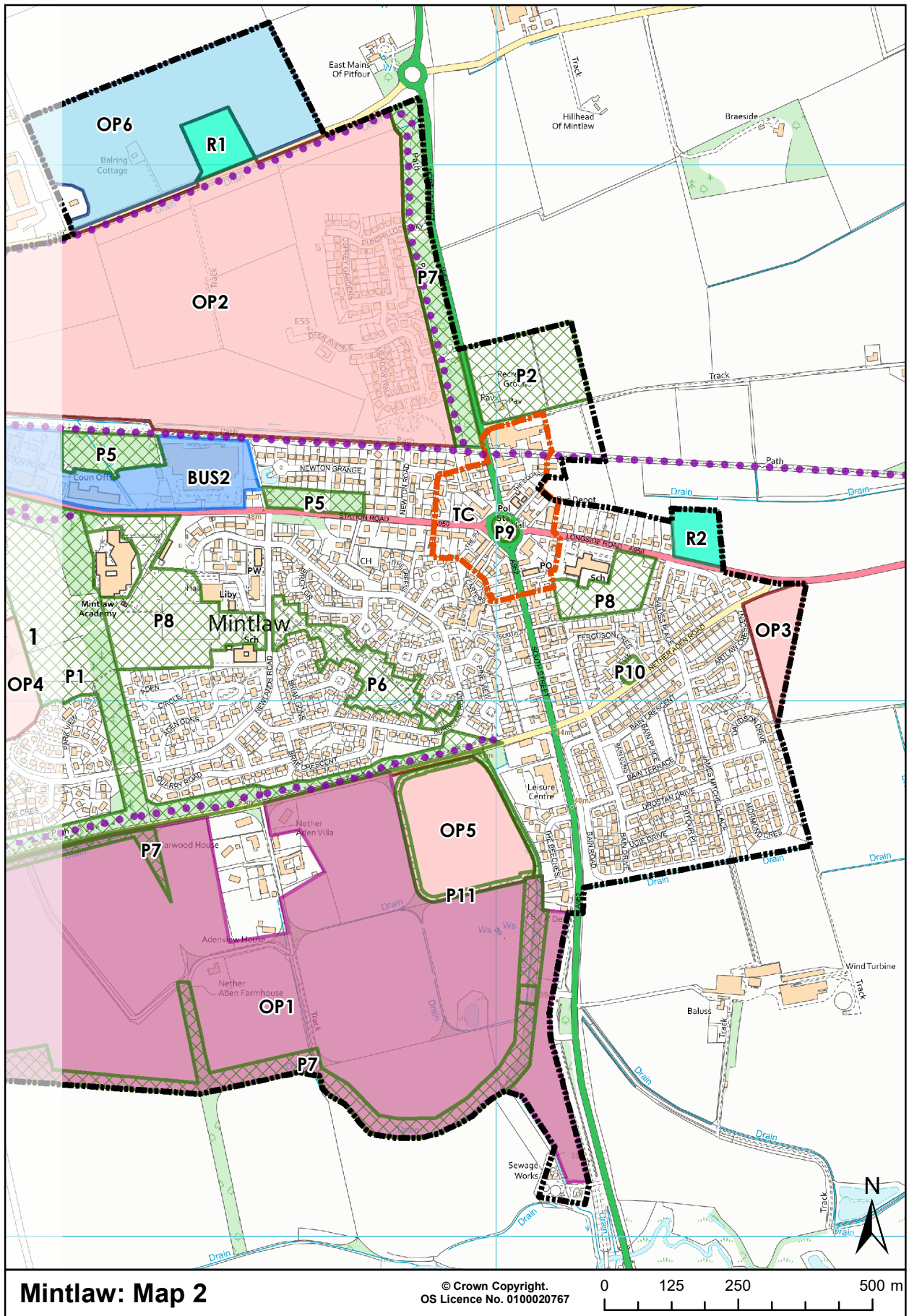
OP6: Land North of Balring Road

Allocation: 9.87ha Employment Land

This is a newly allocated site for employment land to the north of Mintlaw. The site would be accessed from the Balring Road. Part of the site received planning permission in March 2018 (planning application reference: APP/2016/2264). The site should be well screened on all sides to minimise visual impact. The row of trees to the north and south should be retained. Adequate public transport infrastructure on the A952 must be provided to achieve active travel, including additional bus stops. Any development should be sympathetic to the surrounding area.

An updated Transport Assessment will be required. Balring Road requires to be upgraded to adoptable standard. A formal footway connecting to built-up areas is required and must be to an adoptable standard.





NEW DEER

Vision

New Deer is a small planned settlement predominantly characterised by ribbon development, particularly along the High Street and Auchreddie Road. The church on Fordyce Terrace is a particular landmark. The settlement is located on the south side of a hill and is surrounded by undulating agricultural land broken up by pockets of woodland. It is proposed to extend the path network in the village and along the A981, as shown in the Council's Core Path Plan. There are opportunities in New Deer for further development, which may help to increase the number of amenities and local services present within the settlement. There is an aspiration for a link road through the protected site P2 and joining the A981 with the A948 (Auchreddie Road East) to create a safer route at The Brae.

Settlement Features

Protected Land	
P1	To protect the recreation ground, bowling green, playground and tennis courts as an amenity for the settlement.
P2	To protect the landscape as a significant contribution to the character of the place.
P3	To protect the strategic landscaping for Site OP2.
P4	To protect the play area as an amenity for the settlement.
P5	To protect the cemetery as an amenity for the settlement and for contributing to the character of the place and forming part of the green-blue network.
Reserved Land	
R1	For a 2m wide strip of land to allow for a footway link to the New Deer showground.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** Maud Waste Water Treatment Works serves New Deer. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Secondary education:** All residential development may need to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in New Deer or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.

- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in New Deer or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities in Maud or New Pitsligo.

Allocated Sites

OP1: Land at Fordyce Road

Allocation: 35 homes

This site was previously allocated as OP1 in the LDP 2017. Full Planning Permission has been granted for 35 homes in July 2016 (Planning application reference: APP/2016/1990). A second access point is required to support further development off Fordyce Road. There should be pedestrian and cycle connections with the neighbouring recreation area to the east, the core path network to the north as well as the wider settlement and walking path to Main Street.

The layout of the development should consider creating access at the adjacent greenfield land set to the north in order to allow further development or integration to occur in the future.

It is recommended that existing woodland within the site and along the eastern boundary be retained where possible and integrated into the development design. Housing design should seek to complement existing housing in New Deer in terms of scale and materials used and a mix of housing types should be provided to meet local need. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP2: Land at Auchreddie Road East

Allocation: 7 homes

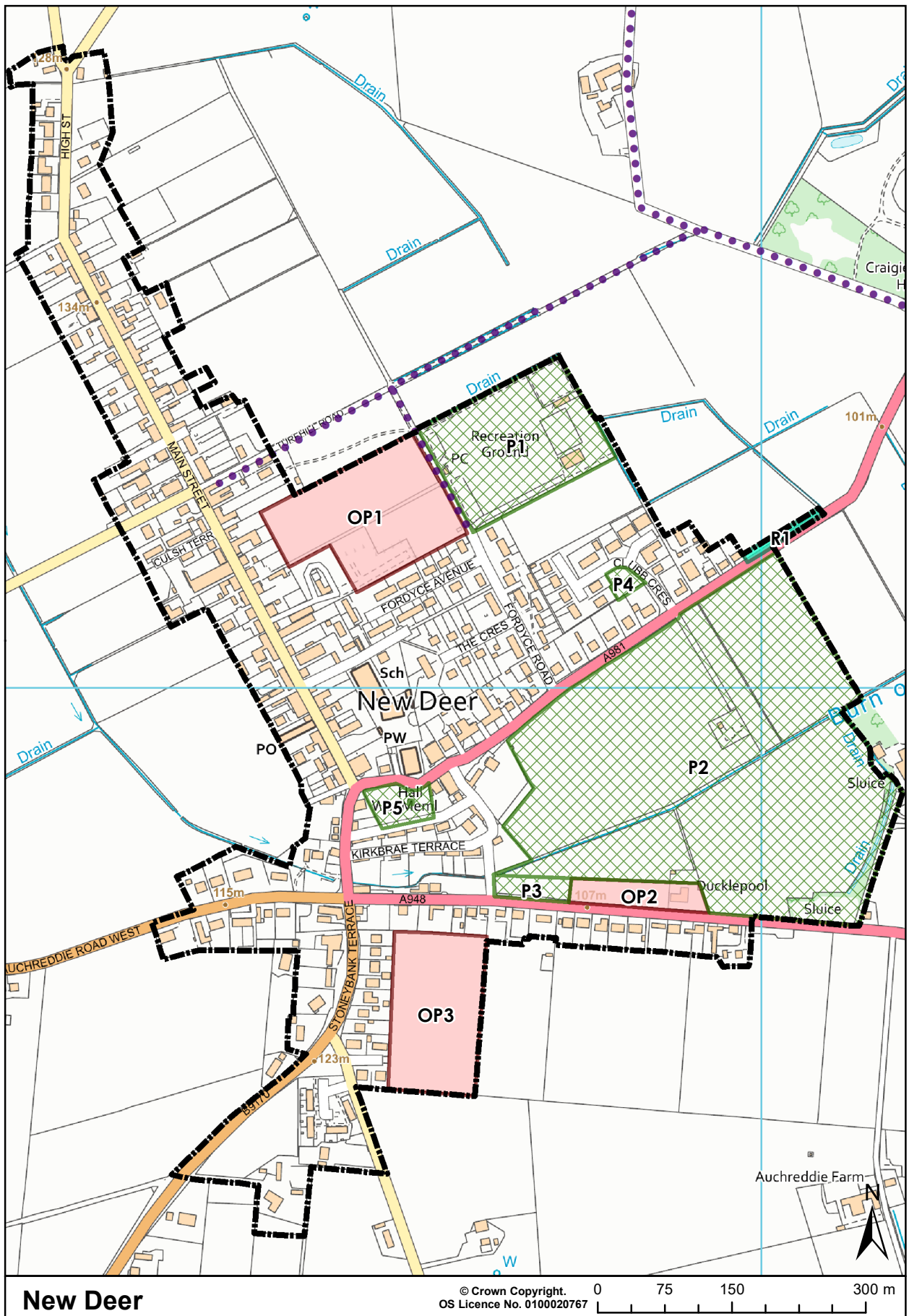
This site was previously allocated as OP2 in the LDP 2017. Planning consent for the site was granted during 2013 and only one plot has been built. Future development of the site should complement existing housing located opposite the site on the A948 which consists of detached properties, each privately accessed via the A948. Design of new housing should respect that of existing properties in terms of scale and materials used. Strategic landscaping will be required along the northern, eastern and western site boundaries to protect the amenity and setting of the village. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP3: Land at Auchreddie Croft

Allocation: 30 homes

This site was previously allocated as OP3 in the LDP 2017 for 40 homes. A planning consent was granted in 2017 for the access into the site. It is anticipated that the development site would be accessed via Stoneybank Gardens which must be delivered to an adoptable standard. Pedestrian permeability should also be provided to Auchreddie Road. Public transport infrastructure should be provided to maximise service accessibility. Due to the site location set on higher ground on the southern edge of the settlement, it is fairly visible from the north and east therefore it is recommended that strategic landscaping is implemented to protect the setting and amenity of New Deer. Boundary treatment along the northern and western site boundaries should also be considered carefully to protect the amenity of existing housing. There is a watercourse flowing at the north of the site and to avoid any flooding risk that may arise this should be mitigated through SUDS.

Housing design should respect that of existing houses in the village in terms of scale and materials, and a mix of housing types should be provided to meet local need. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



NEW LEEDS

Vision

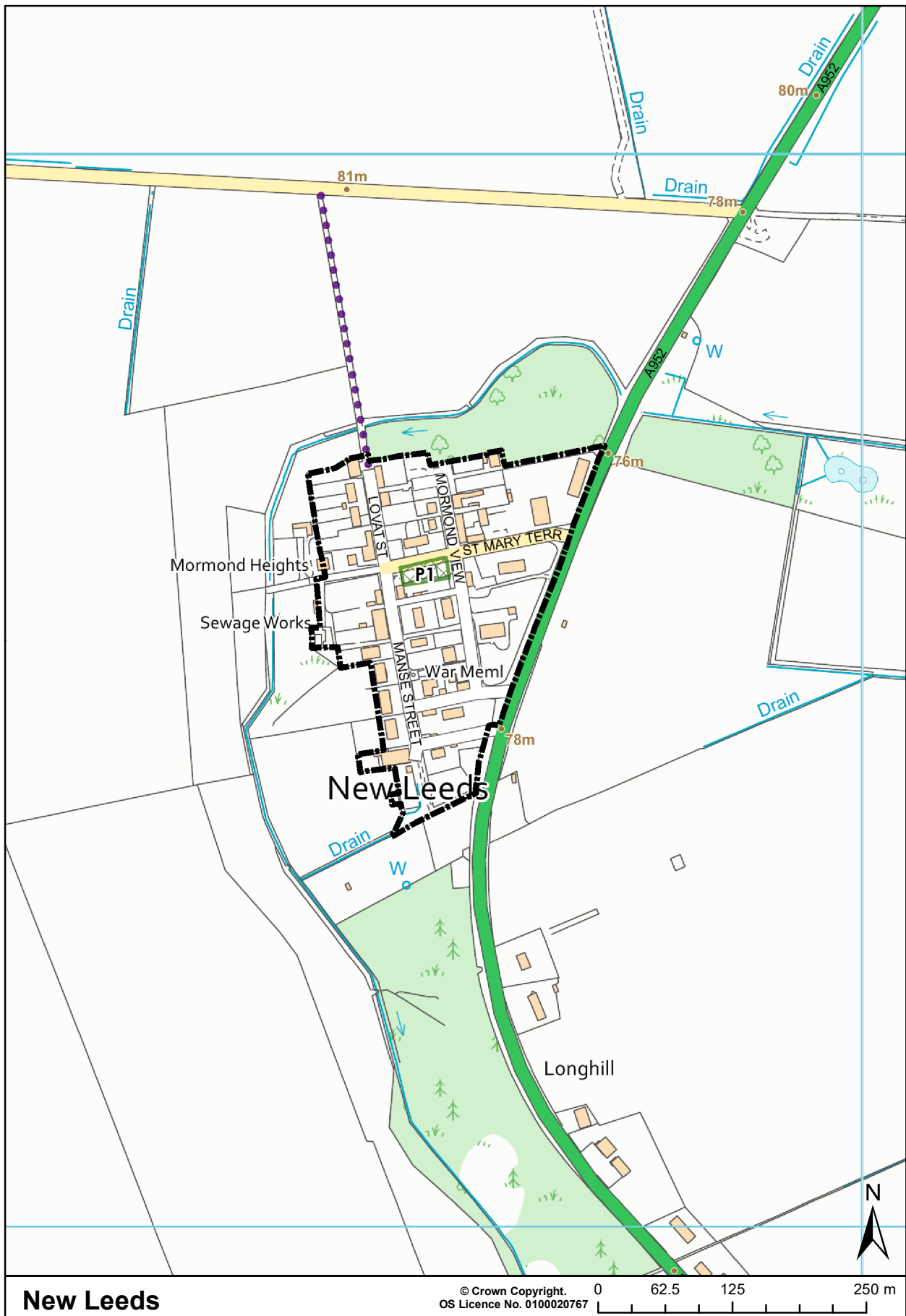
New Leeds is a small planned settlement located to the east of Strichen. New Leeds' remote, rural setting in the context of Aberdeenshire means that there are limited facilities and amenities available within the settlement. The settlement is situated off A952 and public transport is available connecting to Mintlaw, Fraserburgh and Aberdeen. There are various constraints surrounding the settlement which means there is limited capacity for expansion. There is a desire for affordable and social housing.

Settlement Features

Protected Land	
P1	To protect the play area as an amenity for the settlement.

Services and Infrastructure

- **Strategic drainage and water supply:** Scottish Water will be required to initiate a growth project for any further development in New Leeds.
- **Secondary education:** All residential development may need to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in New Leeds or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in New Leeds or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and Waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.



NEW PITSLIGO

Vision

New Pitsligo is a small traditional village located in northern Aberdeenshire approximately 16km southwest of Fraserburgh. Built primarily in a grid format, New Pitsligo supports a range of local services including small businesses, education and health care facilities.

Development of new housing will assist in meeting the local housing need and sustain existing local services. Improvement of the existing play facilities and amenities is a desire of the community.

Natural and Historic Environment

The Turclossie Moss Special Area of Conservation (SAC) is located to the north of the settlement, while Cowbog Raised Bogs Local Nature Conservation Site (LNCS) is to the west.

Settlement Features

Protected Land	
P1	To protect the areas of woodland, bowling green and war memorial as amenities for the settlement and the green-blue network.
P2	To protect the play area and open space as amenities for the settlement.
P3	To protect the playing field as an amenity for the settlement.
P4	To protect the playing field and recreation area as amenities for the settlement.
P5	To protect the cemetery as an amenity for the settlement and for contributing to the character of the place.
P6	To protect the cemetery as an amenity for the settlement and for contributing to the character of the place.

Flood Risk

- Due to surface water flood risk, a Flood Risk Assessment may be required to support development proposals on site OP2.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is currently limited capacity at New Pitsligo Waste Water Treatment Works. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Secondary education:** All residential development may be required to contribute to the provision of additional capacity at Mintlaw Academy.

- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in New Pitsligo or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in New Pitsligo or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities in Maud or New Pitsligo..

Allocated Sites

OP1: Land at Alexander Bell Place

Allocation: 12 homes

This site was previously allocated as OP1 in the LDP 2017. The site is located on an east-facing slope and development design should take this into consideration and maximise views to the east. It is anticipated that access to the site would be taken from Alexander Bell Place.

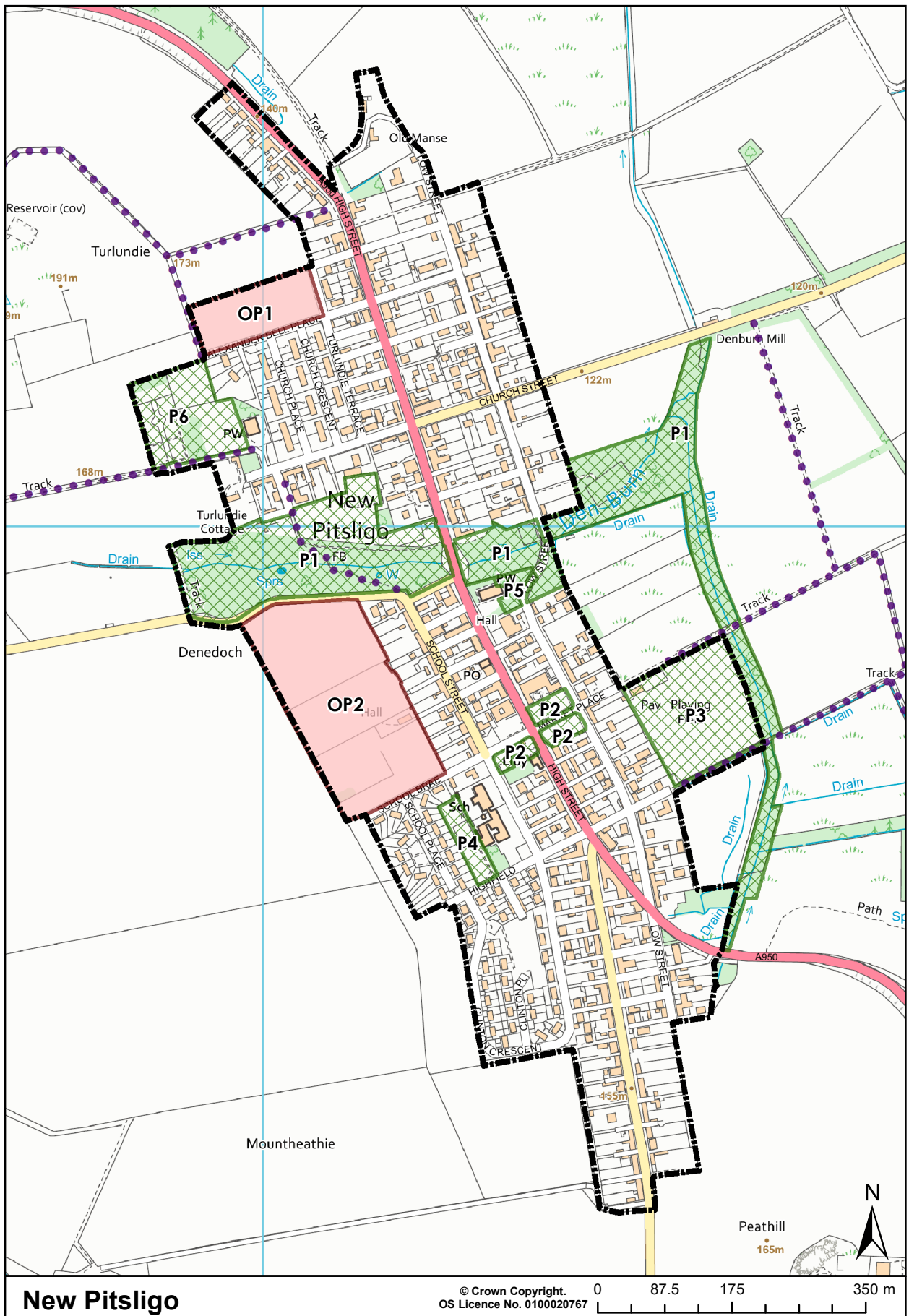
Housing design should complement neighbouring properties on Alexander Bell Place in terms of building scale and material, and a range of housing types should be provided to meet local need. The local core path network runs to the north of the site and a connection to this is recommended as part of the development design. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP2: Land at Denedoch

Allocation: 90 homes

Part of this site was previously allocated as OP2 in the LDP 2017 and the remainder is a new addition in order to provide a more suitable development site. Design of the development should take into consideration the sloping nature of the site, and should seek to maximise views to the east. It is anticipated that access to the site will be taken via School Brae and a second access from School Street. Soft screening should be provided to the west of the site boundary. Trees located to the north must not be affected during construction.

A masterplan for the site will be required. New housing should complement neighbouring properties on School Brae, School Street and School Place in terms of scale and design taking into consideration the rural characteristics of this settlement. Care should be taken to ensure that the siting and design of new development reflects the strong geometrical grid pattern of existing development in New Pitsligo. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. A Flood Risk Assessment may be required to assess surface water runoff from adjacent land. Provision for active travel is required. In this regard, the site layout should incorporate links to the core path network.



OLD DEER

Vision

Old Deer is set directly to the west of Mintlaw, serving as a commuter village for the surrounding larger settlements with Peterhead to the east and Fraserburgh to the north. The village of Old Deer and its setting has been designated as a Conservation Area. The character and setting of the village are further enhanced by having Aden Country Park to the east and the South Ugie Water to the north. The quality and diversity of the buildings in the community give it considerable charm and sense of place. Primary and secondary schools are forecasted to be near capacity in 2022.

Natural and Historic Environment

The Pitfour Lake Local Nature Conservation Site (LNCS) is located to the north of the settlement.

The Old Deer Parish Church and Deer Abbey Scheduled Monuments are located to the east and west of the settlement respectively. The Bridge of Deer over the South Ugie Water is Category B Listed.

Settlement Features

Protected Land	
P1	To protect the recreation ground as an amenity of the settlement.
P2	To protect an area of woodland as an amenity of the settlement.
Reserved Land	
R1	For a community purpose (cemetery extension).
Other Designations	
CA	Old Deer Conservation Area.

Flood Risk

- Due to likely hydraulic connectivity between site R1 and the Cock Burn, a detailed groundwater assessment will be required to assess its suitability as an extension to the cemetery.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is limited capacity at Stuartfield Waste Water Treatment Works. Any development must be connected to the public sewage plant. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Secondary education:** All residential development may need to contribute to the provision of additional capacity at Mintlaw Academy.

- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Old Deer or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Old Deer or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All development may be required to contribute towards the creation of additional capacity or extension at Mintlaw Surgery or a new Health Centre in Mintlaw.

Allocated Sites

OP1: Land at Abbey Street

Allocation: 10 homes

This site was previously allocated as OP1 in the LDP 2017. Access to the site should be taken from the southern boundary via the B9029. Consideration should also be given to providing a footway provision on Abbey Street linking to the existing network. Located immediately to the west of the existing settlement, the site is visible to those approaching Old Deer from the west therefore strategic landscaping along the western site boundary should be implemented to conserve the attractive rural setting of the village. Design of the development should be sympathetic to existing housing styles in Old Deer, which includes both traditional and modern architectural styles.

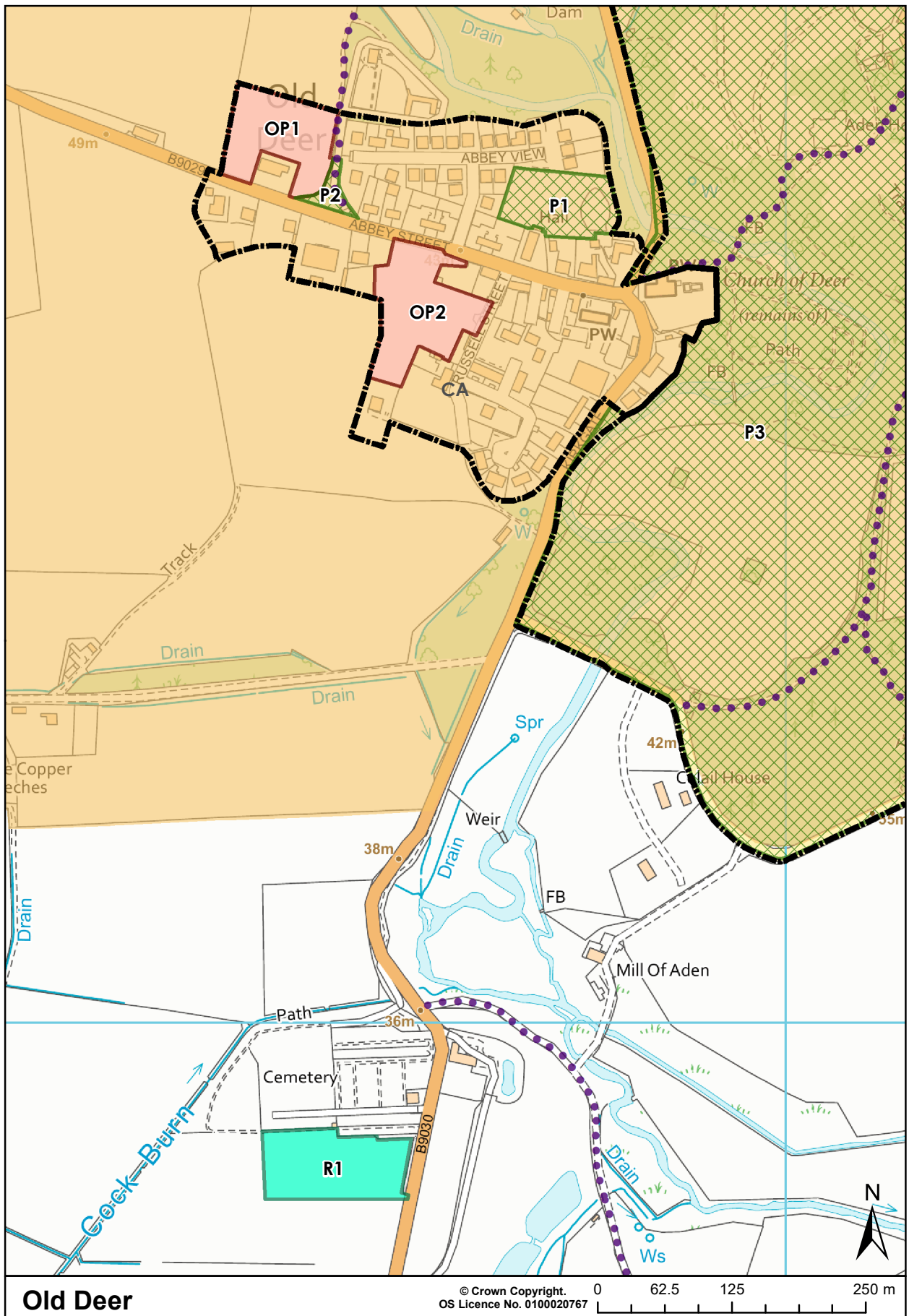
The semi-natural woodland shelter belts to the east and west of the site should be retained and additional native trees should be planted to enhance biodiversity. Future provision of a pedestrian connection to the adjacent core path should also be considered. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

OP2: St Drostans Eventide Home

Allocation: 17 homes

This site was previously allocated as OP2 in the LDP 2017. This is a brownfield site which received planning consent for 17 homes, which has now lapsed. The site was formerly used as the St Drostans Eventide Home. Development of the site should provide a mix of housing types to meet local need and future housing design should complement that of existing housing in Old Deer. Design of the development should be sympathetic to existing housing styles in Old Deer, which includes both traditional and modern architectural styles. Consideration should also be given to providing connectivity between Russell Street and the B9029.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. Access to the site should be taken via the existing access off Russell Street.



PETERHEAD

Vision

Peterhead is the largest town in Aberdeenshire and one of Aberdeenshire's main service and employment centres and is identified as being in a Regeneration Priority Area. As the northern gateway of the Energetica Corridor, Peterhead represents one of Aberdeenshire's strategic locations in terms of the energy and oil and gas sectors. It has the potential to develop further as a high-quality lifestyle, leisure and global business location. There is demand and opportunities in Peterhead for future development given the generally flat nature of the land and connectivity through the A90. Peterhead offers many different services including shops, schools and community facilities and the town has three Conservation Areas. The fishing industry remains an important employer in the town alongside the oil and gas sector. A significant area of land to the south of Peterhead is reserved for future energy development of national importance.

There are few play and recreational facilities, both indoor and outdoor, available in Peterhead, however, there is a demand for increase of these community facilities, in particular, in the town centre, in line with the population increase. The community has raised a desire to redevelop Barclay Park to enhance the public facilities in Catto Park, which is already well used by the community. A number of significant relocation and rebuilding proposals are being suggested in Peterhead, including the development of a new Secondary School and a range of health and care facilities within the town.

The long term vision of the community is to see the dualling of the A90(T) Ellon to Peterhead Road. This is anticipated to reduce the journey time and in return attract more businesses to locate in Peterhead. Brownfield and infill developments are favoured, and it is believed that this would create a stronger community spirit. For this Plan period, there is local demand for affordable housing, and a desire to create employment opportunities by attracting new businesses.

Natural and Historic Environment

There are a number of environmental designations surrounding Peterhead including Rattray Head to Peterhead Local Nature Conservation Site (LNCS) to the north, Stirling Hill Local Nature Conservation Site (LNCS) to the southwest and Buchan Ness to Collieston Coast Special Protection Area (SPA) to the south.

There are five scheduled monuments in and around Peterhead: one within the settlement boundary, immediately north of Peterhead Bay, and four to the northwest of the settlement around Inverugie.

The Peterhead Old Parish Church is located within Peterhead Central Conservation Area and is Category A Listed.

Settlement Features

Protected Land	
P1	To conserve the green network of Peterhead and local amenity, Collieburn Park and play areas, and the setting of Peterhead.
P2	To provide strategic landscaping for site OP2 and BUS3.
P3	To conserve areas of tree belt around the River Ugie.
P4	To protect the playing fields as an amenity for the settlement.
P5	To protect the ground that forms part of the Peterhead Power Station.
P6	To protect recreational open space as an amenity for the settlement.
P7	To protect the grounds of the building.
P8	To protect the grounds of the school playground as an amenity for the settlement.
P9	To protect the area for port related activities.
P10	To protect the play and recreational ground as an amenity for the settlement and for contributing to the character of the place.
P11	To protect the Collieburn embankment as an amenity for the settlement and forming part of the green-blue network.
P12	To protect the cemetery as an amenity for the settlement and for contributing to the character of the place and forming part of the green-blue network.
P13	To protect the cemetery as an amenity for the settlement and for contributing to the character of the place and forming part of the green-blue network.
P14	To protect the cemetery as an amenity for the settlement and for contributing to the character of the place and forming part of the green-blue network.

Reserved Land	
R1	For sport and recreation uses.
R2	For development related to Peterhead Power Station, Carbon Capture and Storage, a possible landfall for a potential international North Sea interconnector, onshore connections to support offshore renewable energy, and major energy developments as set out in National Planning Framework 3. Development on this site must accord with Policy P4 (Hazardous and potentially polluting developments and contaminated land) and the Health and Safety Executive “Planning Advice for Developments near Hazardous Installations”, owing to the presence of one or more oil and gas pipelines in the vicinity.
R3	For development of a new Peterhead Academy and community facilities.
R4	For care and support service facilities.
Other Designations	
TC	Peterhead Town Centre.
CA1	Peterhead Central Conservation Area.
CA2	Buchanhaven Conservation Area.
CA3	Roanheads Conservation Area.
BUS1 – BUS4	Safeguarded for business uses.
SR1	42.6ha Strategic Reserved Land.

Flood Risk

- Peterhead is an area potentially vulnerable to flooding, as identified by the National Flood Risk Assessment. Parts of the town are at risk from coastal flooding. Flood Risk Assessments may be required.
- Parts of sites OP1, OP2, OP3, OP4, OP5, OP6, CC1, R2, R3, BUS3, BUS4 and SR1 may be at risk of flooding, as shown on SEPA's Indicative Flood Maps or due to watercourses running through or adjacent to the sites. Flood Risk Assessments may be required in support of development proposals. Buffer strips will be required alongside watercourses.

Oil and Gas Pipelines

- Part of the settlement is within the Health and Safety Executive (HSE) consultation distance associated with one or more oil or gas pipelines in the vicinity. Developments within the distances of HSE consultation zones must comply with Policy P4: Hazardous and potentially polluting developments and contaminated land, and with the HSE “Land Use Planning Methodology”.

Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision. Sites to the west of the A90 require to address issues with severance, connectivity and integration with the existing settlement caused by the trunk road.
- **Strategic drainage and water supply:** There is sufficient capacity at the Peterhead Waste Water Treatment Works. Drainage Impact Assessments will be required for larger developments.
- **Primary Education:** All residential development may be required to contribute towards the provision of additional primary school capacity.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new health centre in Peterhead. Contributions towards a dental chair facility may be required.
- **Open Space:** Open space contributions should include allotments, two full size grass pitches, and associated pavilion footpath and cycleway linkages to Peterhead, the Formartine and Buchan Way and the national coastal path. Strategic landscaping should make use of opportunities to connect areas of woodland to create a habitat network around the River Ugie Park, Collieburn and Dales Park.

OP1: Inverugie Meadows

Allocation: 1265 homes, community facilities and 4ha employment land

This site was previously allocated as OP1 within the LDP 2017. A Masterplan has been agreed for Phase 1 by Buchan Area Committee in October 2016 but will have to be reviewed if development has not commenced on this site by October 2021. Provision of land for a health centre will be required as part of the development, as well as significant alterations to the A90 to provide vehicular access on to the site. At least two pedestrian/cycle crossings of the trunk road (A90) are required to connect the site with the wider settlement to the east and to the proposed Peterhead Academy at Kinmundy Road. At least one crossing should link the Formartine and Buchan Way (Core Path) across the A90 (T). The site is severed from Peterhead by the A90(T) therefore safe pedestrian/cycle routes crossing the A90 are required from the commencement of any development. Development proposals, including pedestrian crossing arrangements, should not compromise the ability of the former railway line to form part of a future transportation project, should it be required.

The detailed design of these will need to demonstrate that they will provide safe and convenient routes that will be attractive to residents and users. Appropriate pedestrian and cycle connections should be provided. Public transport infrastructure is required within the site. A Transport Strategy should be provided that includes a Transport Assessment, a Public Transport Strategy, a Walking/Cycling Strategy and a Phasing Plan.

At least one of these should link the Formartine and Buchan Way across the A90. New and extended bus services are required within the site. A Transport Strategy should be provided that includes Transport Assessment, Public Transport Strategy, Walking/Cycling Strategy and Phasing Plan.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and to meet local need. Design of the development should take into consideration the undulating topography of the site, existing properties located adjacent to the site, watercourses and drainage ditches and existing woodland areas. Strategic landscaping should be considered along the site boundaries to reduce the landscape and visual impact of the development. Compensatory planting must be provided should there be any loss of trees.

A Flood Risk Assessment will be required. Buffer strips will be required along and around any waterbodies or in or around the site and these should be integrated positively into the development. Opportunities to restore and enhance the straightened watercourses should be investigated. Enhanced SUDS measures may be required due to the proximity of the northwestern part of the site to a source of public drinking water. Scottish Water has indicated that a Drainage Impact Assessment will be required. The demand for waste water capacity for non-domestic developments will depend on the business use.

OP2: Wester Clerkhill

Allocation: 210 homes

This site was previously allocated as OP2 within the LDP 2017. Full planning permission was granted in 2017 (Planning application reference: APP/2016/0720) for 150 homes and construction commenced early 2019. Development of the site should ensure pedestrian and cycle links with the core path to the northeast of the site and neighbouring residential and recreational areas are provided to promote active travel and connectivity with the wider settlement. Design of the development must also take into consideration the two telecommunications masts located along the northern boundary of the site and not impact upon their operation.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

A Flood Risk Assessment will be required. Buffer strips will be required along and around any waterbodies or in or around the site and this should be integrated positively into the development. Enhancement through re-naturalisation and removal of any redundant structures will be required to be investigated. The protected buffer zone will be required as a condition to any future planning decision for the site in order to protect the environmental and flood alleviation work carried out at Collie Burn.

OP3: Land at West Road

Allocation: 225 homes

This site was previously allocated as OP3 in the LDP 2017 and is currently under construction. Design of the development should take into consideration surrounding land uses including the Buchan and Formartine Way which forms the northern site boundary, new housing to the north and south and the large supermarket to the east. Pedestrian and cycle connections with these wider areas and the core paths which forms the northern, southern and western site boundaries should be integrated into the development design. There is a watercourse which flows through the north of the site from east to west.

Housing design should take into consideration the scale and materials used in the neighbouring residential developments to the north and south and a mix of housing types should be provided to meet local need. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

A Flood Risk and Geomorphological Assessment will be required. A buffer strip will be required along the Collie Burn and should be integrated positively into the development. No construction should take place within the natural river corridor. Opportunities to restore and enhance the straightened watercourse should be investigated.

OP4: Land West of A90(T)

Allocation: 11.6ha employment land

This site was previously allocated as part of BUS3 site in the LDP 2017. This portion of the BUS site has not been developed and it is set towards the southeast of the overall BUS site. A Transport Assessment may be required detailing access proposals and measures for improving pedestrian, cycling and public transport connectivity. Access can be taken off one of the existing roads to the north. Strategic screening towards the A90(T) is required. Transport Scotland must be consulted at an early stage in the preparation of planning applications in order to assess the impacts of development proposals on the trunk road network. A Flood Risk Assessment may be required to assess surface water flooding on the site.

OP5: Land at Wellbank Land

Allocation: 35.3ha employment land

Part of this site was previously allocated as OP6 in the LDP 2017 and the latter part was allocated as BUS3 in the LDP 2017. This is a committed site which has been partially developed and has continued to be developed at a slow pace. A Transport Assessment is required which should demonstrate an access strategy, public transport and walking and cycling links, and that the site is well connected to the neighbouring settlement. Transport Scotland must be consulted at the early stage of the planning application to agree on impacts related to the trunk road network.

A Flood Risk Assessment will be required. Buffer strips will be required along the watercourse running through the site which should be integrated positively into the development. Enhancement through re-naturalisation and removal of any redundant structures will require to be investigated.

OP6: Land West of Damhead Way

Allocation: 9.1ha commercial land

This site was previously allocated as BUS3 in the LDP 2017. A SEPA Indicative Flood Map shows that a significant portion of the site to be at risk of flooding from the watercourse running through it. A Flood Risk Assessment will be required to determine a developable area and width of buffer strip required along the watercourse. It is likely that the buffer strip will need to be significantly wider than that provided by site P4 (protected land). Opportunities to restore and enhance the straightened watercourse should be investigated. This is a committed site which has been partially developed and continues to be developed at a slow pace. A Transport Assessment may be required and should demonstrate access strategy, public transport and walking and cycling links and it should also demonstrate that the site is well connected with the neighbouring settlements. Soft screening surrounding the site would be beneficial to avoid amalgamation. Access should be taken from the existing industrial site set to the east. The design of the proposed buildings should take into consideration the scale and materials used in the neighbouring business premises set to the north and east.

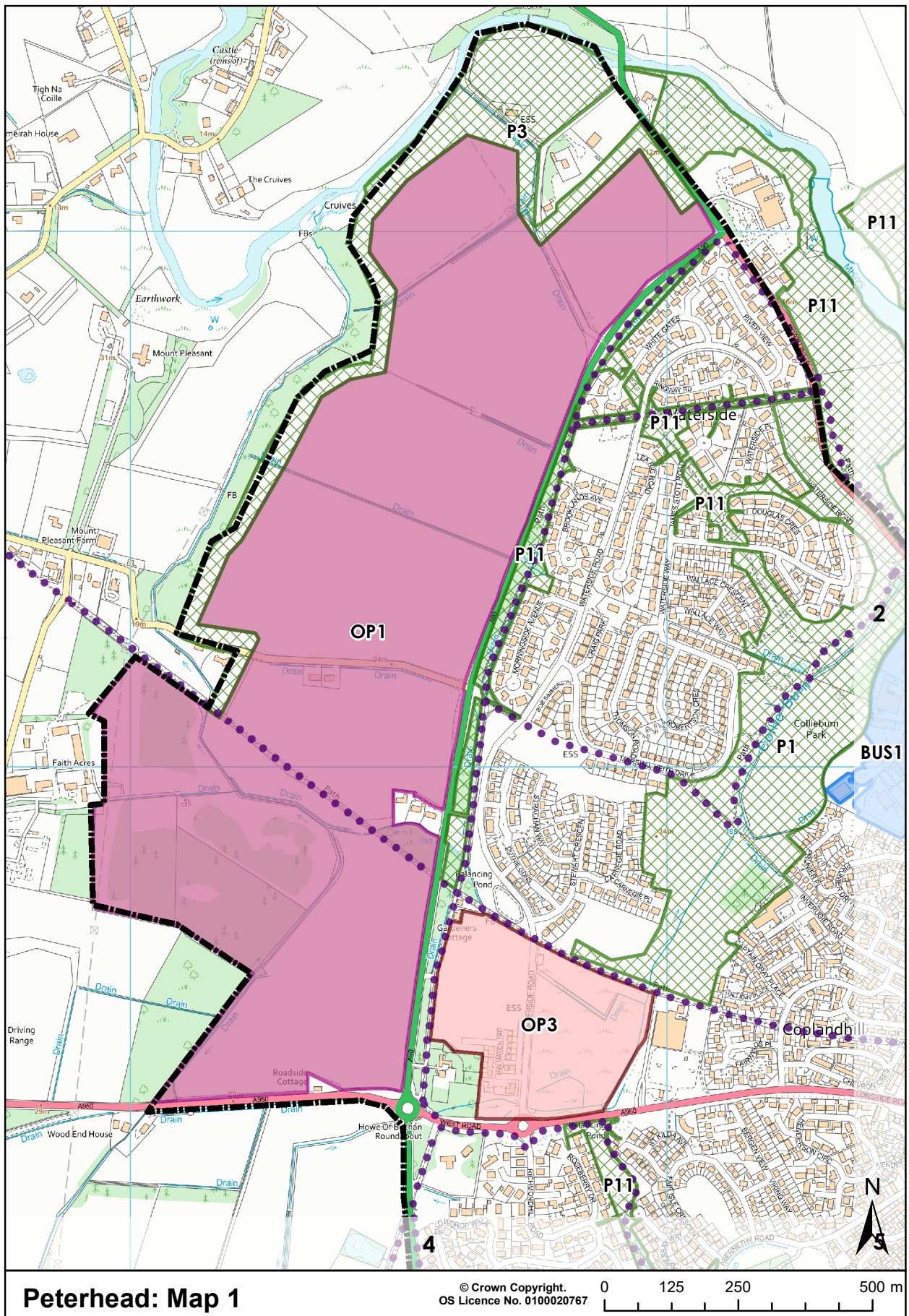
CC1: Upperton Industrial Estate

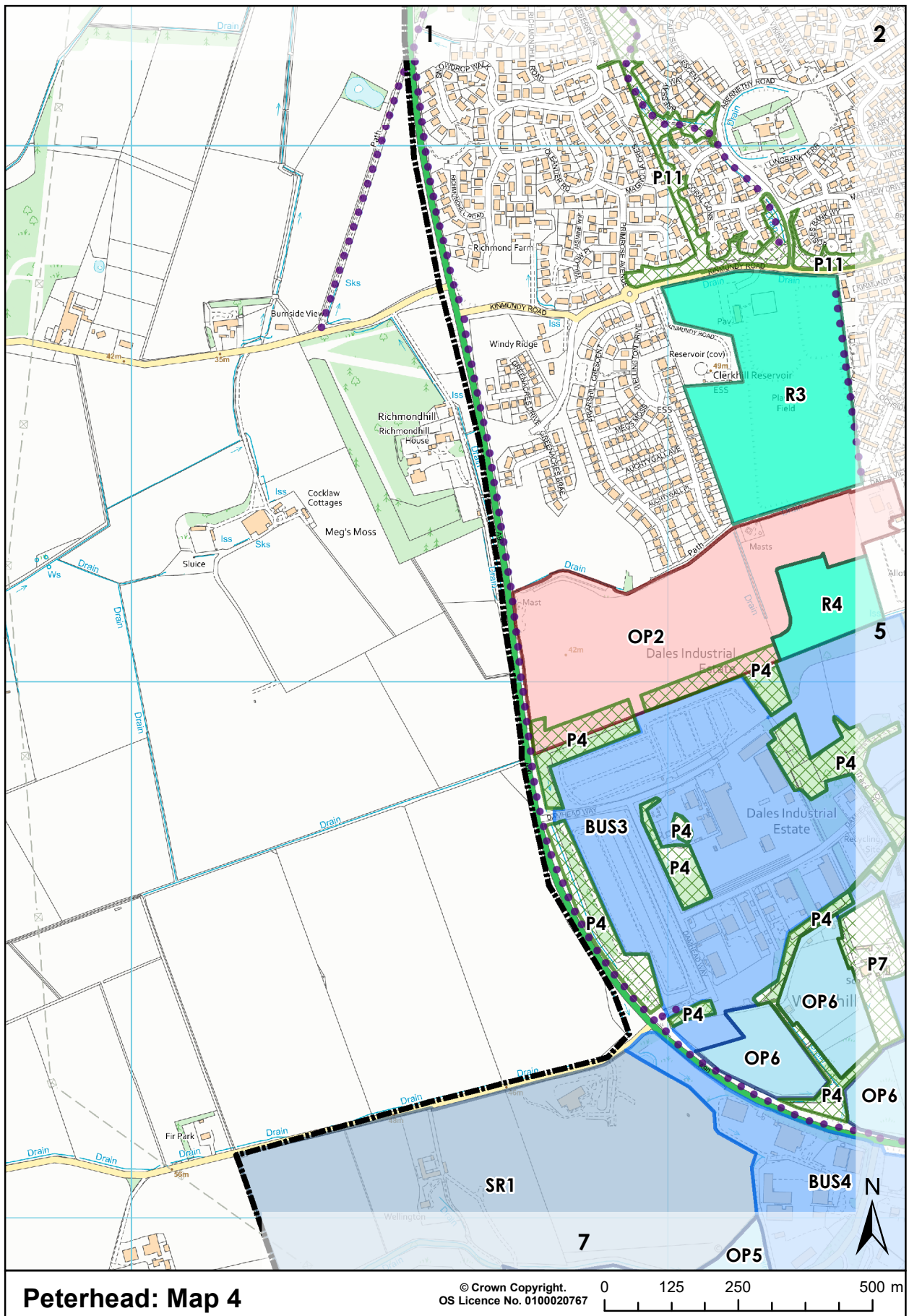
Allocation: 9.5ha Commercial Centre

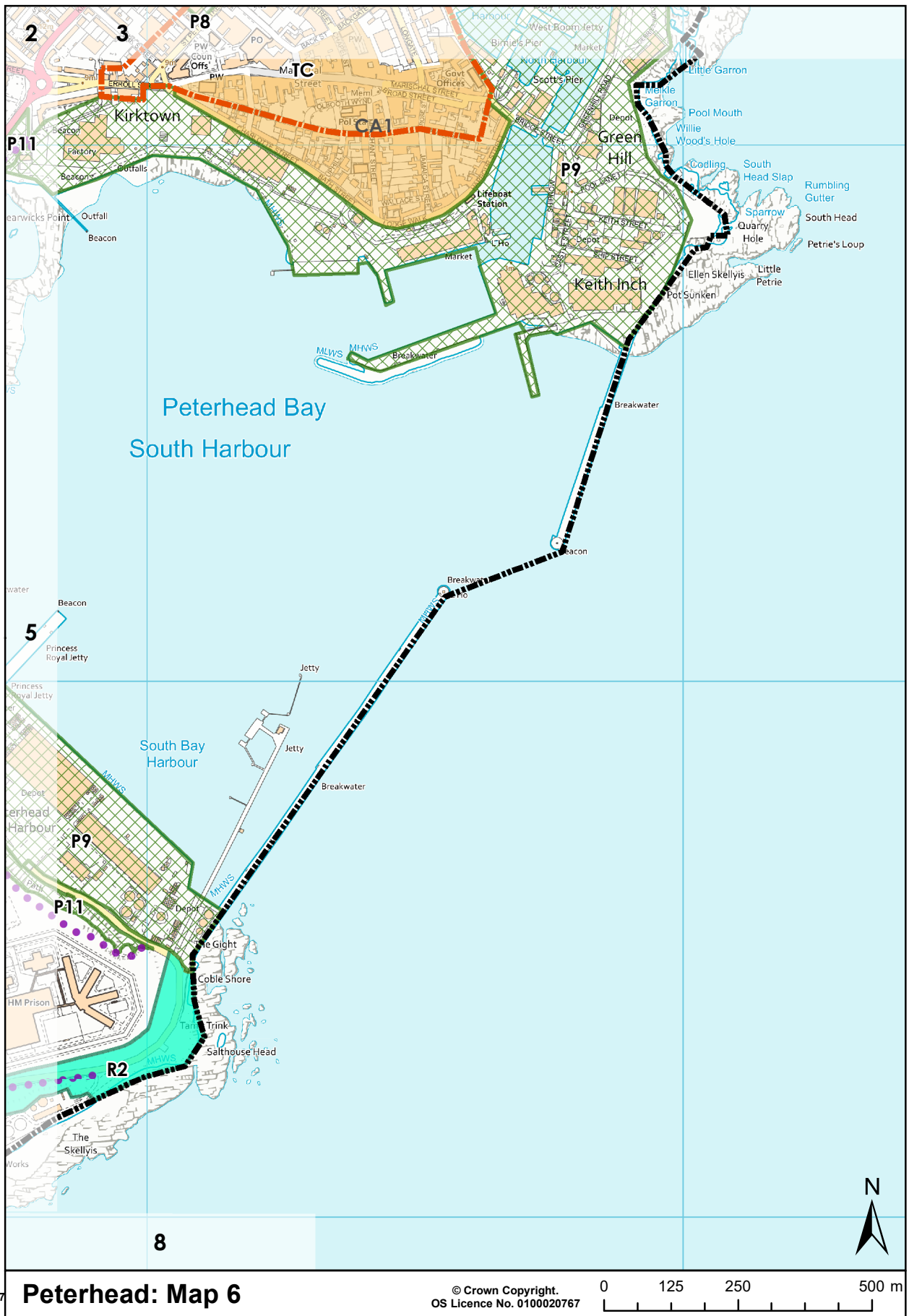
This site is designated as an alternative commercial centre for large format stores in Peterhead (including potential development of a supermarket). This is a committed site which has been partially developed.

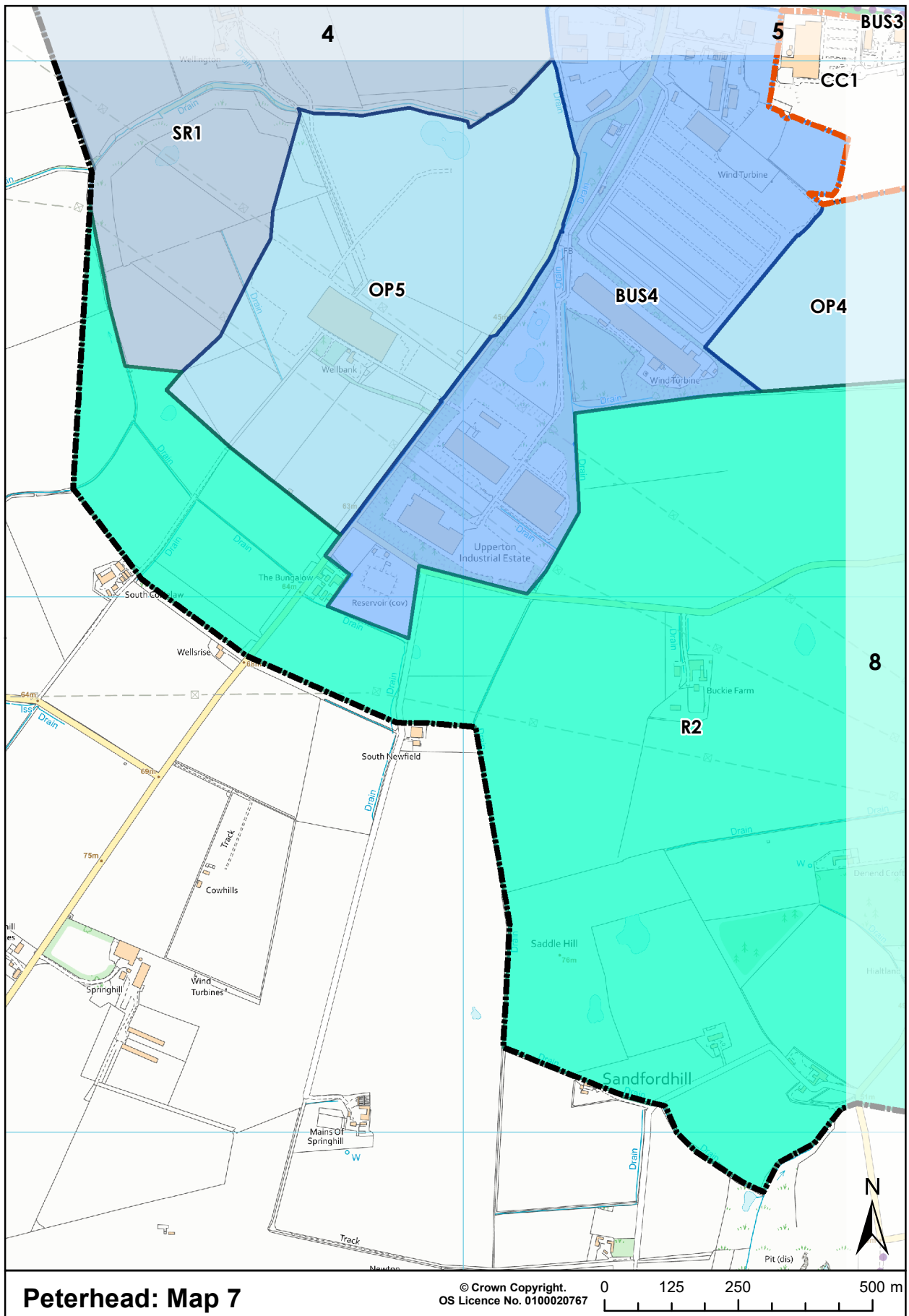
A Transport Assessment is required, and this should demonstrate an achievable access strategy, public transport, walking and cycling links. It should demonstrate that the development can be well connected with the neighbouring settlements. Transport Scotland must be consulted at the early stage of the planning application to agree on impacts for trunk road network.

A Flood Risk Assessment may be required to assess surface water flooding at the site.









RORA

Vision

Rora is a rural settlement which is situated to the north of the River Ugie and acts as a commuter village to Peterhead, 5.8km away. It has a small village hall located near the heart of the settlement. Rora is characterised by the horizontal parallel nature of the streets with one major vertical street running through the settlement. There are minimal services and infrastructure available within the settlement.

Natural and Historic Environment

The Rora Moss Site of Special Scientific Interest (SSSI) and Local Nature Conservation Site (LNCS) are located to the northwest of the settlement.

Settlement Features

Protected Land	
P1	To protect the public park as an amenity of the settlement and to protect the area as a significant contribution to the character of the place.

Oil and Gas Pipelines

- Part of the settlement is within the Health and Safety Executive (HSE) consultation distance associated with one or more oil or gas pipelines in the vicinity. Developments within this distance must comply with Policy P4: Hazardous and potentially polluting developments and contaminated land, and with the HSE “Land Use Planning Methodology”.

Services and Infrastructure

- **Local transport infrastructure:** Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** No public waste water treatment is available. Any development will require to be connected to a single waste water treatment plant of sufficient capacity to accept waste water from all properties within the development. The treatment plant must be installed to a standard that can be adopted by Scottish Water.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Rora or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Rora or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.

- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All development may be required to contribute towards the creation of additional capacity at existing medical facilities or a new Health Centre in Peterhead. Contributions towards a dental facility may be required.
- **Open space:** All residential development may be required to contribute towards a public park (marked as P1).

Allocated Sites

OP1: Land at The Park

Allocation: 6 homes

This site was previously allocated as OP1 in the LDP 2017. The site is located centrally within the dispersed settlement of Rora, close to the local hall. Housing design should respect that of existing houses in the village and of a traditional style. Self-build can be favoured due to the scale of the development. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

ST COMBS

Vision

St Combs is a quiet coastal village located 9km southeast of Fraserburgh surrounded by undulating agricultural land. Although a former fishing village, the fishing and shellfish industries declined following the closure of the St Combs to Fraserburgh Light Railway line in the 1960's. St Combs grew significantly in its early years and is characterised by rows of dwellings generally of 1 and 1½ storey in height. There is a desire for new development, in particular for affordable family homes and business development.

Natural and Historic Environment

The Strathbeg to Rattray Local Nature Conservation Site (LNCS) is located to the southeast of the settlement, while Cairnbulg to St Combs LNCS and the Cairnbulg to St Combs Coast Site of Special Scientific Interest (SSSI) are located to the east.

The St Columba's Church scheduled monument is located immediately to the east of the settlement. The Inverallochy Castle scheduled monument lies to the west, outwith the settlement boundary.

Settlement Features

Protected Land	
P1	To protect the setting of the settlement, the cemetery and the site of the community hall as a significant contribution to the character of the place.
P2	To protect the strategic landscaping required for site OP1.

Flood Risk

- A small watercourse runs to the north of site OP1, as such, there is some risk of surface water flooding on sites OP1 and OP2. Flood Risk Assessment may be required.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is capacity at Fraserburgh Waste Water Treatment Works. Sewer network reinforcement may be required.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in St Combs or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in St Combs or towards facilities in the wider catchment area at Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.

- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Open space:** Open space contributions may be required towards strategic landscaping to the south of the settlement and a footpath and cycleway into the settlement and school may be required.

Allocated Sites

OP1: Site to West of Millburn Avenue

Allocation: 30 homes (affordable homes)

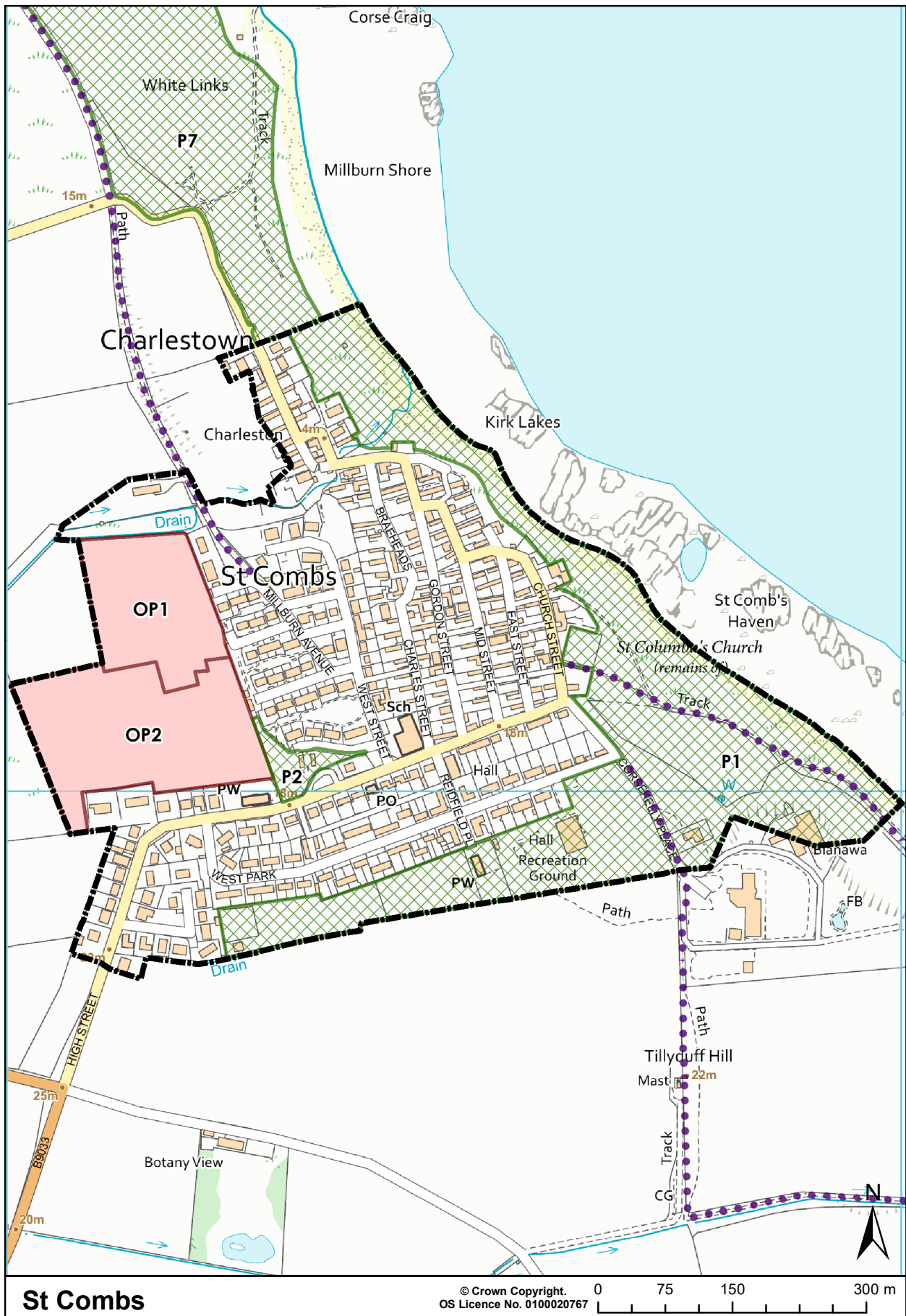
This is a newly allocated site located to the west of St Combs. The topography of the site is flat and most of the houses would be set back from the High Street. The land is adjacent to OP2, therefore, a Masterplan should be agreed prior to commencement of the development showing access arrangements for sites OP1 and OP2. The site has good connectivity to the existing settlement, allowing active travel and is relatively close to the local school. Development of the site should ensure pedestrian and cycle links are provided connecting to the older part of the village. A Transport Statement should demonstrate access into the site, accessibility and permeability for the combined OP1 and OP2 sites. Access should be taken from the High Street and this must be protected. A second vehicular access will be required with pedestrian permeability linking High Street and Milburn Avenue. An internal loop road should be provided within the site and a further access from the west should be safeguarded. There is a surface water flood risk area and a minor watercourse flowing to the north of the site. A buffer strip will also be required along the watercourse on the northern boundary which should be integrated positively into the development. Enhancement through re-naturalisation and removal of any redundant structures will require to be investigated. A Flood Risk Assessment may be required.

OP2: Site to North of High Street

Allocation: 45 homes

This is a newly allocated site located immediately adjacent to OP1. Part of the site has a consent (planning application reference APP/2019/1364) for 19 Homes. The topography of the site is flat and most of the houses would be set back from High Street. The land is adjacent to OP1, therefore, a Masterplan should be agreed prior to commencement of the development showing access arrangements for sites OP1 and OP2. The site has good connectivity to the existing settlement, allowing active travel and is relatively close to the local school. Development of the site should ensure pedestrian and cycle links are provided connecting to the older part of the village. A Transport Statement should demonstrate access into the site, accessibility and permeability for the combined OP1 and OP2 sites. The development would be connected to existing cycle and core paths and connect to green spaces. Access should be taken from the High Street and this must be protected. A second access will be required with pedestrian permeability linking High Street and Milburn Avenue. A Flood Risk Assessment may be required due to the presence of surface water flooding. A visitor or recreational management plan would be required to ensure that recreational activities would not have any impact on biodiversity and the SSSI site.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. Scale and design of proposed housing should be sympathetic to existing houses in St Combs.



ST FERGUS

Vision

St Fergus serves as a commuter village to Peterhead, as well as to the St Fergus Gas Terminal, along with a focus on local business activity. There is a range of facilities within the settlement which includes a garage and a primary school and the St Fergus Gas Station plays a significant role in contributing to the economy. St Fergus has developed alongside the A90 and this, as well as a need to keep separation from St Fergus Gas Terminal, acts as an eastern boundary to the village preventing further development to the northeastern edge of the settlement.

Natural and Historic Environment

The Rattray Head to Peterhead Local Nature Conservation Site (LNCS), Loch of Strathbeg SPA and Buchan Ness to Collieston SPA are located to the east of the settlement.

The Parish Church of St Fergus is set to the southwest of St Fergus and is Category B Listed.

Settlement Features

Protected Land	
P1	As part of the exclusion zone for the St Fergus Gas Terminal.
P2	To protect the recreation ground, woodland and setting of the settlement, which contributes to the character of the place.
P3	To protect the school playground and recreation uses as an amenity of the settlement.

Oil and Gas Pipelines

- Part of the settlement is within the Health and Safety Executive (HSE) consultation distance associated with one or more oil or gas pipelines in the vicinity. Developments within this distance must comply with Policy P4: Hazardous and potentially polluting developments and contaminated land, and with the HSE “Land Use Planning Methodology”.

Flood Risk

- A Flood Risk Assessment may be required to support development proposals for site OP1 due to surface water flooding.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** The capacity of the waste water pumping station may need to be upgraded.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in St Fergus or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.

- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in St Fergus or towards facilities in the wider catchment area at Peterhead. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Open space:** Contributions towards new community woodland planting to connect existing areas of woodland in and around the settlement may be required.

Allocated Sites

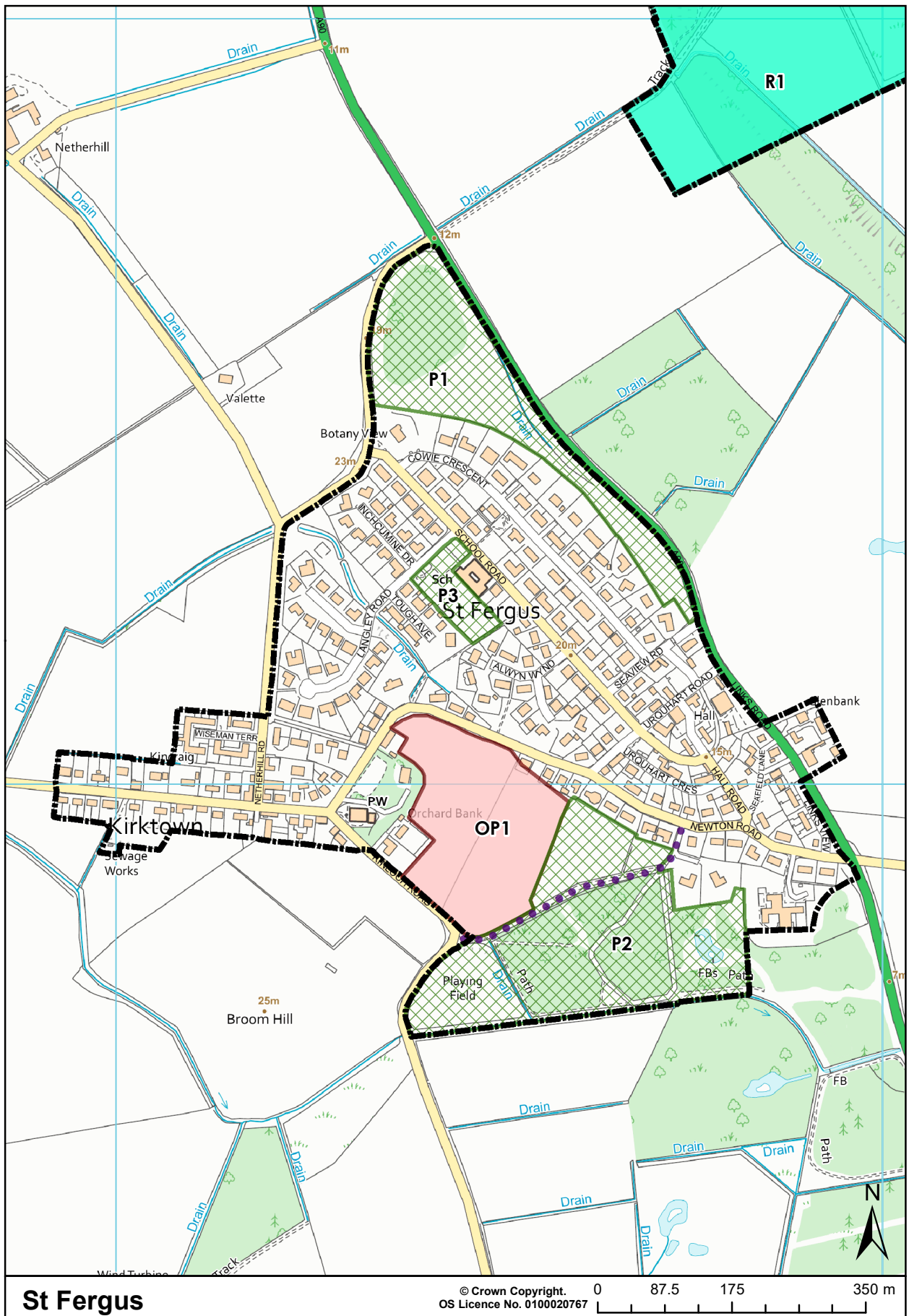
OP1: South of Newton Road

Allocation: 38 homes

This site was previously allocated as OP1 in the LDP 2017. A Transport Impact Assessment is required. The site layout needs to address connectivity between the site and neighbouring properties to the north. Access to the site can be taken via Newton Road and a second access point is required. A footpath on the south side of Newton Road is required. Public transport infrastructure must be established in line with the Council's Transportation Service's policy.

Due to the scale of the site, a Masterplan will be required. Design of development should take into account the east facing nature of the site and maximise views to the east towards the coast. The Masterplan will also need to address connectivity between the site and neighbouring properties to the north. Permeability through the site allowing linkages between the recreational ground to the south, the rest of the settlement and the local core path network will also be important to connect to other parts of the settlement. A design brief must be submitted and this should include reference to active travel routes, open space and biodiversity enhancements. The Parish Church of St Fergus, a Category B Listed Building and The Glebe, a Category C Listed Building are situated to the west of the site and therefore, any development must enhance their setting. There is a risk of surface water flooding within parts of the site, therefore, a Flood Risk Assessment may be required.

It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need. The scale and design of proposed housing should be sympathetic to existing houses in St Fergus.



ST FERGUS GAS TERMINAL

Vision

Situated between Peterhead and Fraserburgh, St Fergus Gas Terminal opened in 1977. The Terminal's strategic location in the northeast has meant it has and continues to play a key role within the UK's gas industry. Any future development should be oil, gas, carbon capture or low carbon related and, where possible, contribute towards employment within the area.

Natural and Historic Environment

There are a number of environmental designations surrounding St Fergus Gas Terminal including Rattray Head to Peterhead Local Nature Conservation Site (LNCS) to the east of the terminal, Strathbeg to Rattray LNCS to the northeast and Loch of Strathbeg Sites of Special Scientific Interest (SSSI) to the north.

Settlement Features

Reserved Land	
R1	For major oil and gas related development at St Fergus Gas Terminal, including carbon capture and storage, and hydrogen production.

Flood Risk

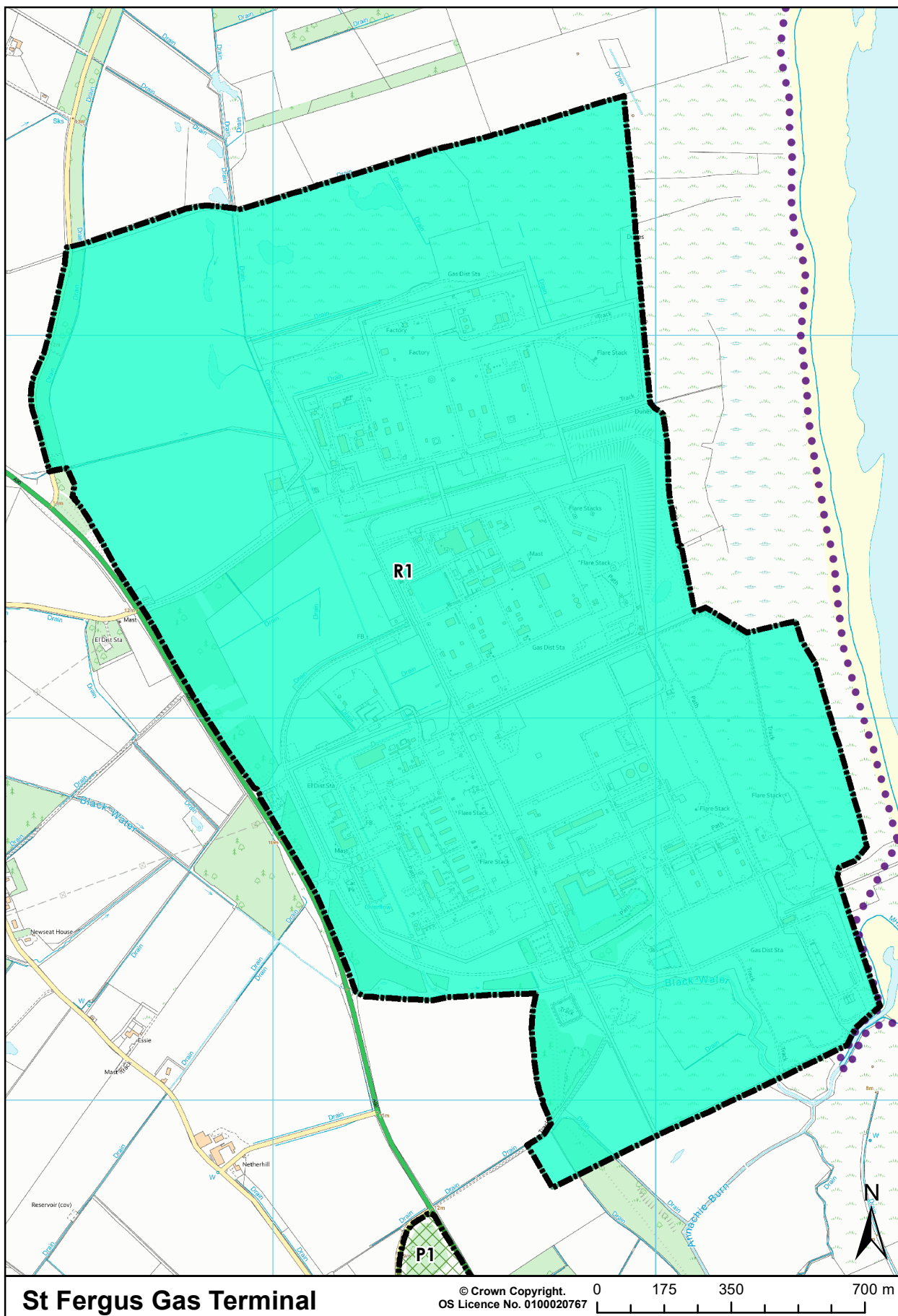
- Parts of the site are shown to be at risk of flooding on the SEPA Indicative Flood Map. Accordingly, Flood Risk Assessments may be required to support development proposals. Buffer strips may also be required alongside watercourses. Opportunities to restore and enhance watercourses should be investigated.

Oil and Gas Pipelines

- Part of the settlement is within the Health and Safety Executive (HSE) consultation distance associated with one or more oil or gas pipelines in the vicinity. Developments within this distance must comply with Policy P4: Hazardous and potentially polluting developments and contaminated land, and with the HSE "Land Use Planning Methodology".

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** Upgrading the waste water pumping system may be required to increase capacity. It is not considered to be constrained if part of the site discharges waste water at Rattray Head.



STRICHEN

Vision

Strichen serves both as a service centre for the surrounding area and as a commuter settlement to Fraserburgh and Peterhead. The town has a mixture of services including shops, a post office, pharmacy, hotel, bowling green, and a primary school. Strichen sits within a valley formed by the North Ugie Water and four small hills, including Mormond Hill, and was developed as a planned settlement. It is largely covered by a Conservation Area designation and it will be a significant challenge to ensure that new development does not detract from the existing character and setting of the village. Due to the setting of Strichen within the river valley, there are limited opportunities for future development despite modest demand.

The community raised concern over the unsafe junction at the A981 Banff and Fraserburgh road and aspired that strict monitoring of parking is required within the settlement. There is demand for more facilities to serve the elderly generation and the need for retirement homes. There is also demand for affordable homes including self-build opportunities, and a desire to create employment opportunities by attracting new business. The community's aspiration is to generate finance from wind turbine development to fund community projects and social housing.

Natural and Historic Environment

The Town House situated at the junction of High Street and Bridge Street is 'A' Listed and it plays an important role for the settlement.

Settlement Features

Protected Land	
P1	To protect the North Ugie water as a significant contribution to the character of the place and forming part of the green-blue network.
P2	To protect the Market Stance as an amenity for the settlement.
P3	To protect the Newton Wood as an amenity for the settlement and forming part of the green-blue network.
P4	To protect ground for a school playground and community uses as an amenity for the settlement.
Other Designations	
CA	Strichen Conservation Area.

Services and Infrastructure

- **Local transport infrastructure:** All development may be required to contribute towards footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Strategic drainage and water supply:** There is limited capacity at Strichen Waste Water Treatment Works. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Secondary education:** All residential development may be required to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Strichen or towards facilities in the wider catchment area at Mintlaw or Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Strichen or towards facilities in the wider catchment area at Mintlaw or Fraserburgh. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All residential development may be required to contribute towards the creation of additional capacity at existing medical facilities in Maud or New Pitsligo.
- **Open space:** Contributions towards open space within the settlement may be required.

Allocated Sites

OP1: West of Burnshangie House

Allocation: 18 homes

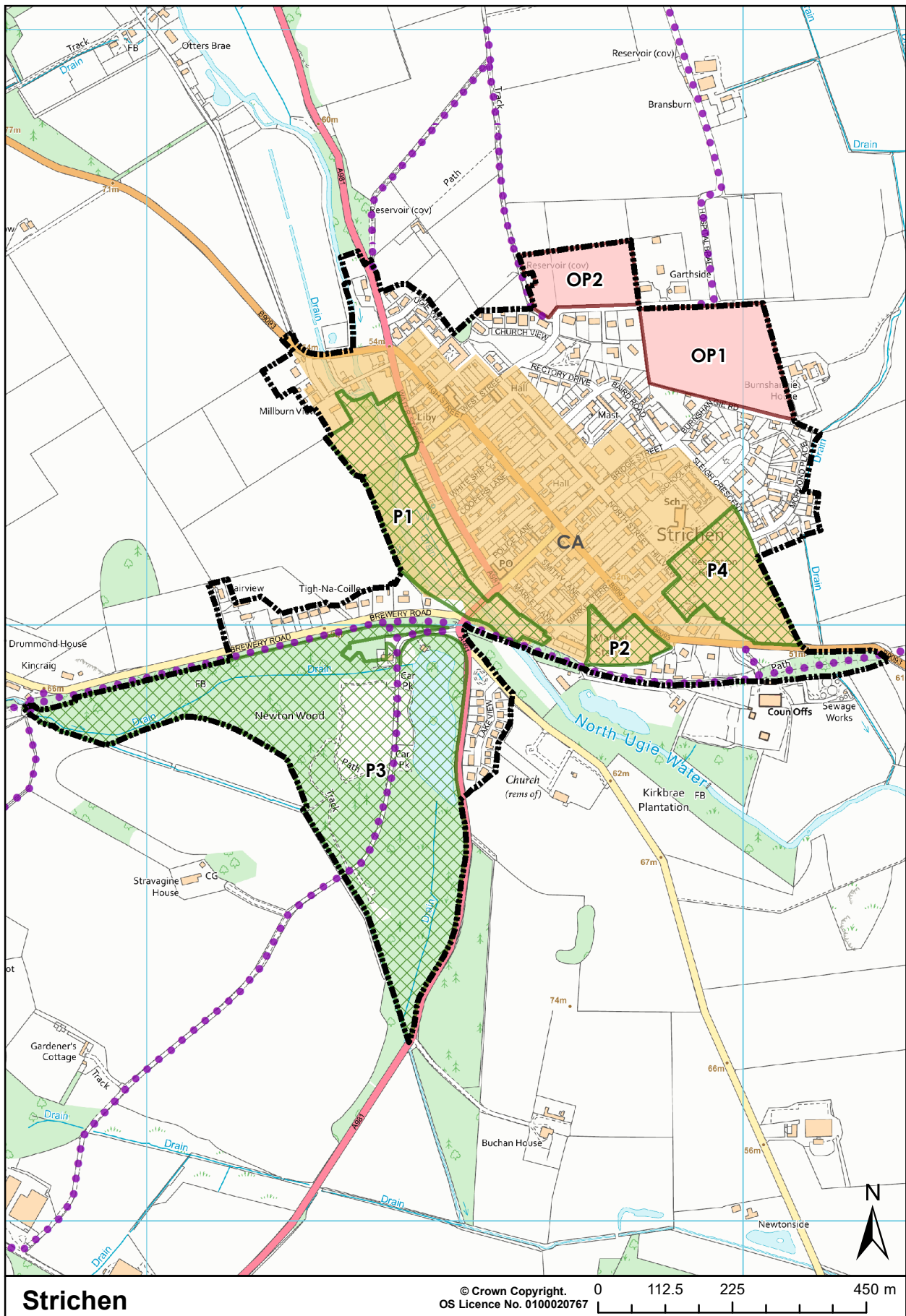
This site was previously allocated as OP3 within the LDP 2017. It is anticipated that access to the site will be taken from Burnshangie Road which will require to be upgraded. A second access from Hospital Brae may also be suitable. A loop should be provided between Hospital Brae and Burnshangie Road.

Design of the development should take into consideration the south sloping aspect of the site and core path to the north of the site. Housing layout and design should maximise views to the south across Strichen. The woodland at the boundary should be retained where possible and integrated into the design of the development to provide screening and enhance the layout. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and should be integrated into the design of the development to provide a mix of house types and sizes to meet the local need.

OP2: Hospital Brae

Allocation: 22 homes

This site was allocated as OP2 in the LDP 2017, located immediately to the north of Strichen. It is anticipated that access to the site will be taken from Hospital Brae which forms the southern site boundary. Design of the development should take into consideration the south sloping aspect of the site and the core path which forms the western site boundary. Housing layout and design should maximise views to the south across Strichen. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.



STUARTFIELD

Vision

Stuartfield, known locally as 'Crichie', serves as both a service centre for the surrounding rural area and as a commuter village for Peterhead, Ellon, and Aberdeen. Stuartfield was a planned village built with four wide streets radiating outwards from a central square, a key characteristic of the village. The settlement has a few services including a small shop and a primary school. There is demand for housing in the village and there are opportunities for future development given the flat nature of the surrounding land. However, given the planned layout of Stuartfield, it is important that development opportunities are well linked to the settlement. This should be done by respecting its traditional layout and the diversity of house types and styles found in the older part of the town. Any new development should be sympathetic to the existing, in particular, the traditional layout of the village.

The local community have a desire for additional social housing. The connectivity between the new developments and the old part of the settlement would improve access, and more frequent public transport would improve the connectivity to other settlements.

Natural and Historic Environment

The Waulkmill, Quartalehouse (B listed) and Aulkmill, Quartalehouse (C listed) are located to the north of Stuartfield.

Settlement Features

Protected Land	
P1	To protect the setting of the settlement as a significant contribution to the character of the place.
P2	To protect the pond and open space as amenities for the settlement and to protect the area as a significant contribution to the character of the place.
P3	To protect the strategic landscaping required for Site OP1.
P4	To protect the recreation ground, bowling green and tennis court as amenities for the settlement.
P5	To protect the woodland as a significant contribution to the character of the place.
P6	To protect the area of open space leading up to the primary school.
P7	To protect the setting of the settlement as a significant contribution to the character of the place.

Reserved Land	
R1	For a sustainable drainage system.
R2	For sports, recreation and community facilities.
R3	For a link road between the B9030 and site OP1.

Flood Risk

- Parts of sites OP1, R1 and R2 are located adjacent to the Scottish Environment Protection Agency's (SEPA) indicative 1 in 200 flood risk area, or have small watercourses running through or adjacent to the site. A Flood Risk Assessment may be required.

Services and Infrastructure

- **Strategic drainage and water supply:** There is currently limited capacity at Stuartfield Waste Water Treatment Works. A growth project will be initiated once development meets Scottish Water's five growth criteria.
- **Local transport infrastructure:** A new link road along the eastern side of the settlement may be required through site OP1, as illustrated indicatively on the site plan. Development may be required to contribute to footway extensions, upgrades and crossing facilities, cycle infrastructure and public transport provision.
- **Secondary education:** All residential development may need to contribute to the provision of additional capacity at Mintlaw Academy.
- **Community facilities:** All residential development may be required to contribute towards facilities that serve the community in Stuartfield or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Sports and recreation facilities:** All residential development may be required to contribute to indoor and outdoor sports and learning facilities in Stuartfield or towards facilities in the wider catchment area at Mintlaw. These may be identified in the Community Plan or relevant Community Action Plan.
- **Recycling and waste:** All development will be required to comply with the standards for recycling and waste facilities, and development may be required to contribute towards strategic recycling and waste infrastructure that benefit residents within its catchment, as set out in Appendix 15.
- **Health and care facilities:** All development may be required to contribute towards the creation of additional capacity or an extension of Mintlaw Surgery or the new Health Centre in Mintlaw.
- **Open space:** Contributions may be required towards an extension to Old Deer Cemetery and improvements to existing play facilities.

Allocated Sites

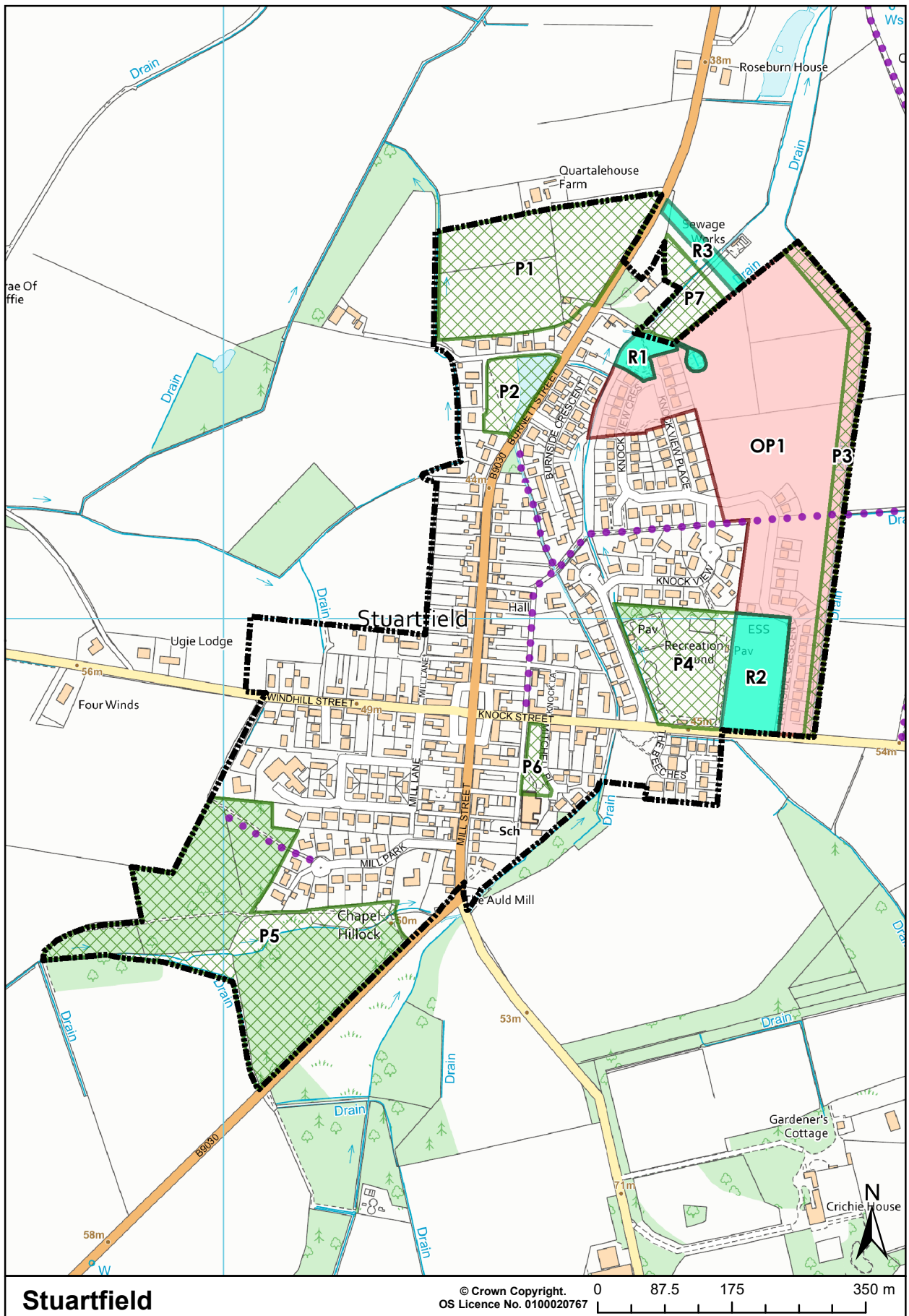
OP1: North of Knock Street

Allocation: 75 homes, sports and recreation facilities

This site was previously allocated as site OP1 in the LDP 2017. Construction has commenced and is currently ongoing. The site access has been taken from Knock Street. There is potential for a further access point from the north in the future via a new link road shown as reserved land on the proposals map. It is a requirement to provide pedestrian and cycle links with the core path network and wider settlement to encourage active travel.

Development of the site should complement existing housing in Stuartfield in terms of scale and design, notably recently constructed housing on Knock View Place and Crescent, and a range of housing types should be provided to meet local need. Strategic landscaping is required along the eastern site boundary to protect the setting and amenity of the village. It is expected that the site will contribute towards affordable housing in line with Policy H2 Affordable Housing. This should be delivered as part of the early phases of development and be integrated into the design of the development to provide a mix of house types and sizes to meet local need.

A Flood Risk Assessment may be required for the remaining undeveloped area. A buffer strip will be required along the watercourses that run along the boundaries of the site to be integrated positively into the development. Enhancement of the straightened watercourses through re-naturalisation and removal of any redundant features should be investigated.



Stuartfield

© Crown Copyright.
OS Licence No. 0100020767

0 87.5 175 350 m